Shipbuilding Ship operation Ship maintenance

Marine Review

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Marine Societies Back Big Show

Equipment Association Wins Co-operation in Effort To Stimulate American Maritime Industry

JUST at a time when American shipbuilding is beginning to show some signs of increased activity, the Marine Equipment Association of America will hold its first annual marine exhibition. This will be in the week of Nov. 14 to 19, 1921. It will be the first co-operative marine exhibition ever held in the United States and the third great annual marine show to be staged in New York. The exposition will be held in the Central Mercantile building, Sixth avenue, between West Eighteenth and West Nineteenth streets.

But this exhibition promises to be something more than a mere display of marine equipment, as the plans previously made are now being carried out successfully. Various marine organizations have been requested to join with the Marine Equipment association to make the occasion memorable, by a combined get-to-gether, and several of these societies have promised to hold their annual conventions at that time. Furthermore, the great international conference on the limitation of armaments is scheduled to meet in Washington in November and a multitude of experts interested in naval matters from all over the world will be in New York. To centralize their interest in the marine show, it has been arranged to have the United States navy stage a comprehensive exhibition at the show. This will be in addition to a display which will be made by the United States shipping board.

With these plans as a forerunner, announcement shortly will be made of the prominent government officials who will attend the opening ceremonies. At that time, due recognition will be given the marine show by the federal administration. The various societies and organizations which have been requested to hold their conventions in New York during the week include the Society of Naval Architects and Marine Engineers; American Society of Marine Draftsmen; Atlantic Coast Shipbuilders association; American Steamship Owners association; United States Ship Operators association, and the National Marine league. This suggestion has been acted upon favorably in practically every case, with the result that the marine show week in November promises to bring to New York the most powerful marine market that could be mustered at any point in the world at the present time. This is certain to inculcate confidence and mark the start of the recovery of the American industry.

ADMIRAL WASHINGTON L. CAPPS
President of the Society of Naval Architects and Marine Engineers which is actively supporting the third annual Marine Exhibition

Various social functions are being arranged for the week. In addition to the formal opening which will probably be the most significant event in view of the government officials of the United States who will attend, there will be one day given over to the navy and another to the shipping board. Also special functions will be arranged by the Marine Equipment association for the entertainment of the naval architects and other societies which will be meeting in New York at the time. The naval architects will hold their annual banquet Friday, Nov. 18. In addition to this, it is probable that a grand ball will be given by the exhibitors.

At a meeting of the executive committee of the Marine Equipment association Sept. 19, it was decided to accept a proposal for complete co-operation with the National Marine league submitted by its president, P. H. W. Ross, at the meeting. In substance, the agreement provides ways and means for uniting

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Program of Society of Naval Architects & Marine Engineers

THURSDAY MORNING, NOV. 17

The Tactical Relations Between Different Classes of Men-of-War and Their Embodiment in Design—by Rear Admiral W. L. Rodgers, U. S. N., Member of Society and Member of General Board, U. S. Navy, Washington.

Development of the Three Plane Navy, With or Without Battleships— by Mason S. Chace, Life Member.

American Classification of American Vessels—by W. A. Dobson, Member, Naval Architect, William Cramp & Sons Ship & Engine Building Co., Philadelphia.

THURSDAY AFTERNOON, NOV. 17—JOINT MEETING WITH A. I. E. E.

Electric Propulsion of Ships—by W. E. Thau, Associate, A. I. E. E., General Engineer, Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa.

Electric Auxiliaries on Merchant Ships—by E. D. Dickinson, Member, S. N. A. & M. E.; Associate, A. I. E. E., Mechanical Engineer, Marine Department, General Electric Co., Schenectady, N. Y.

FRIDAY MORNING, NOV. 18

How Can American Ships Compete Successfully with Foreign Ships—by W. L. Marvin, Associate, Vice President and General Manager, American Steamship Owners Association, New York.

The Importance of Port Facilities in the Development of Merchant Marine and Commerce—by Rear Admiral H. H. Rousseau (C. E. C.) U. S. Navy, Bureau of Yards and Docks, Navy Department, Washington.

American Apprenticeships, Schools and Scholarships—by C. F. Bailey, Member of Council, Engineering Director, Newport News Shipbuilding & Dry Dock Co., Newport News, Va.

Cost Accounting and Estimating—by H. H. Schultze, Member, Superintendent, Estimating Divison, Bethlehem Shipbuilding Corp., Bethlehem, Pa.

FRIDAY AFTERNOON, NOV. 18

Design and Construction of Passenger Steamers—by E. H. Rigg, Member of Council, Naval Architect, New York Shipbuilding Corp., Camden, N. J.

The Influence of Shape of Transverse Sections upon Resistance—by Prof. H. C. Sadler, Member of Council, and Prof. E. M. Bragg, both of University of Michigan, Ann Arbor, Mich.

Calculation of the Transverse Strength of Submarines by Marbec's Method—by Prof. William Hovgaard, Member, Massachusetts Institute of Technology, Cambridge, Mass.

Power and Speed Trials, Ten Thousand Ton Tanker—by Prof. H. A. Everett, Naval Architect, Union Shipbuilding Co., Baltimore.

the efforts of the two organizations in the matter of stimulating public interest in a real American merchant marine. Following that meeting Mr. Ross, sent a letter to the members of his organization saying:

"The Marine Equipment Association of America having, through its executive committee, expressed a determination to open the doors of its forthcoming exhibition at the Central Mercantile building (formerly known as the Siegel-Cooper building) Nov. 14-19 evenings for the admission of the public and thus contribute materially to the general educational work of the National Marine league in the matter of a real American merchant marine, we have agreed to co-operate fully with that organization. Hereafter, all literature issued by the Marine Equipment association in connection with the show will bear the imprint of the National Marine league as a co-worker. I bespeak for the Marine Equipment association the same kind of co-operation you would extend to the National Marine league under like circumstances. Coming, as it will, during the disarmament conference, we believe this exhibition should be a credit to our own country, profitable to our exhibitors and an object lesson to the distinguished visitors from many foreign lands who will be especially invited to attend this demonstration of America's marine possibilities. It is reported that over 20,000 persons from abroad will accompany the delegates to the dis-

SECRETARY DANIEL H. COX OF NAVAL ARCHITECTS' SOCIETY

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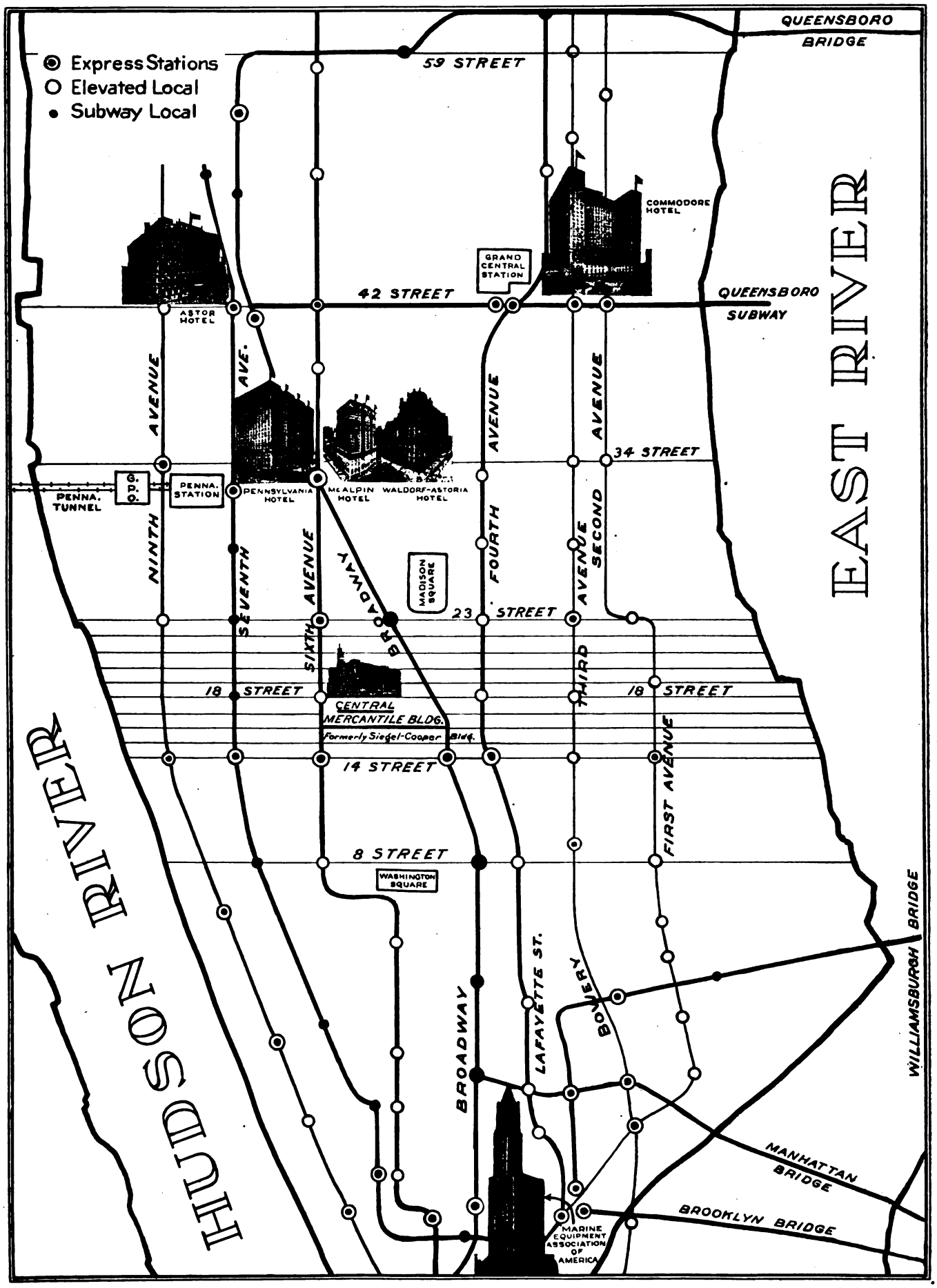
Map Shows Excellent Location of Exposition Hall



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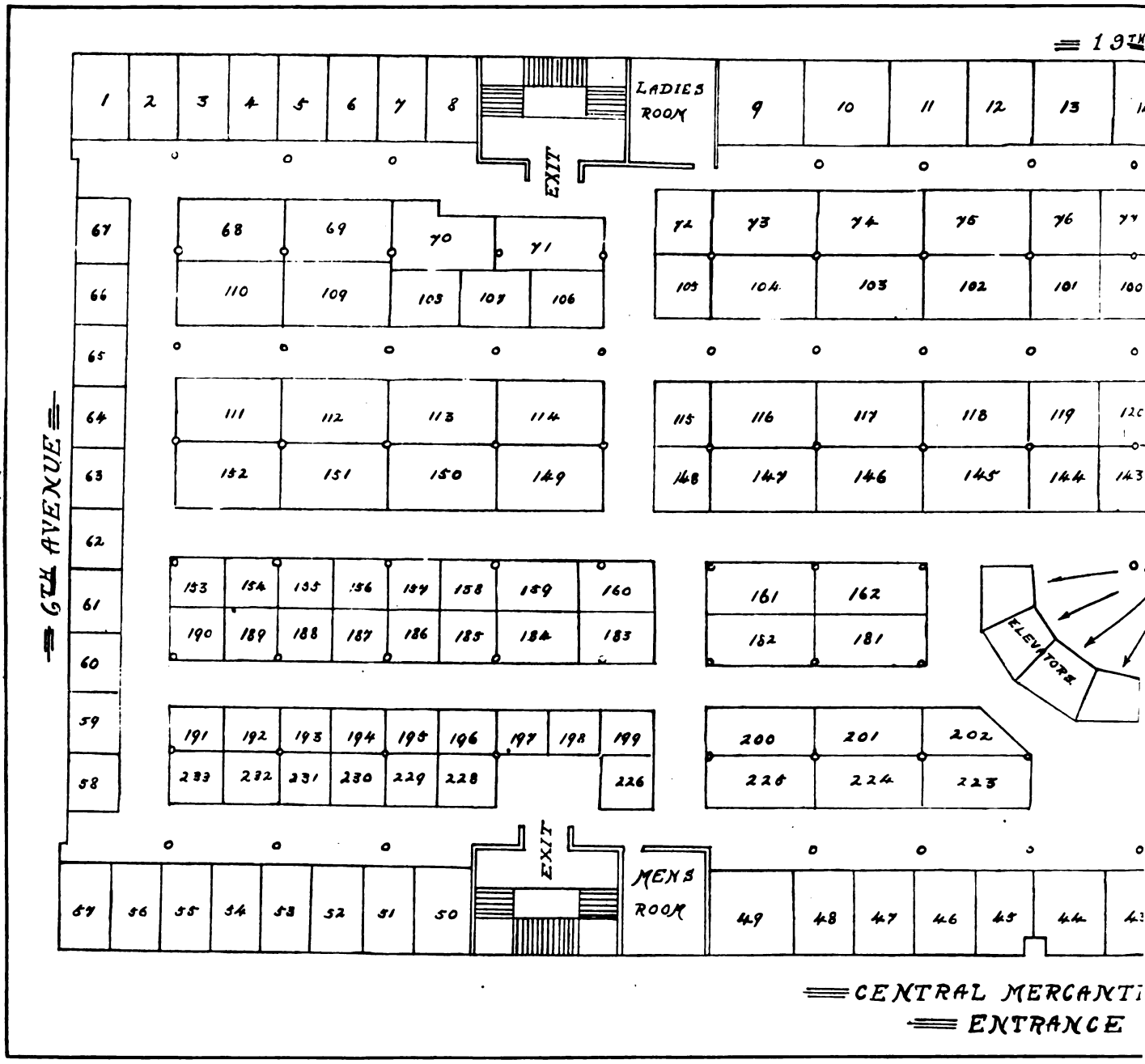

THIS YEAR'S EXPOSITION BUILDING HAS LESS FLOOR SPACE BUT IS

armament conference, in which case the probabilities of foreign sales of American products should be considerable.

"Incidentally, the National Marine league has no connection whatever with the 'Merchants & Manufacturers' Exchange of New York' which has recently circularized the shipbuilding and shipping industry with reference to a proposed 'Marine Exposition' at the Grand Central Palace in 1922."

The Marine Equipment association has approved a design of badge for the week of the show, and has decided to provide distinctive colors for members guests and ladies. In an effort to expedite the work of registration, an advance canvass will be made among the members of the Society of Naval Architects and Marine Engineers, American Society of Marine Draftsmen and other organizations in an effort to learn who will either attend the annual conventions of their respective associations or be in New York during "American Marine Week." Beginning on the morning of Nov. 15, printed lists will be distributed daily, containing the names, badge numbers, occupations and New York addresses, if any, of all of those to whom badges had been issued up to closing hour on the night previous. All names will appear, both alphabetically and numerically, so that one can tell at a glance whether a certain person is registered as attending the show, and be able to identify him at sight by his badge number if unknown to the user of the list. Not only will this list be valuable as a permanent attendance record, but when used on the ground in connection with the numbered badges, it will contribute much toward bringing together those who design, build, repair and operate ships and those who manufacture and sell.

Owing to the absence of the treasurer of the association from the city prior to holding the marine show, and the necessity for having a disbursing officer in New York, H. C. Davis, of Row & Davis, Engineers, Inc., was appointed acting treasurer. Invitations to attend the exhibition have been issued to all members of the several associations in the marine field who have not formally agreed to co-operate with the Marine Equipment association, including such bodies as the American Steamship Owners' association, United States Ship Operators' association, and Maritime asso-

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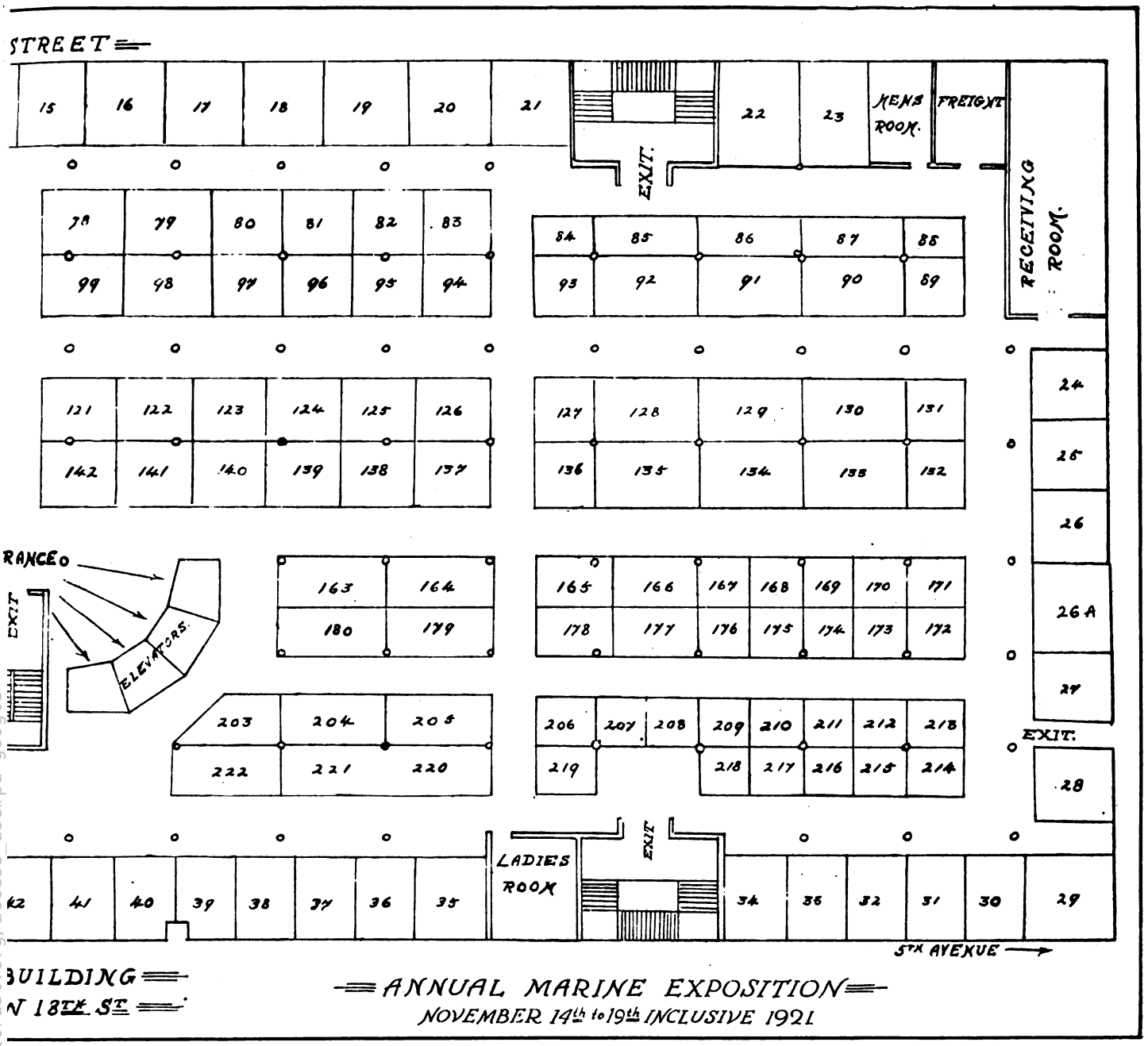

APTED FOR AN INDUSTRIAL EXHIBITION. THE HALL IS CENTRALLY LOCATED

ciation. Special invitations will be issued to the various members of the Atlantic Coast Shipbuilders association through the office of the secretary of that association in Philadelphia. Invitations will be extended to foreign delegates attending the disarmament conference in Washington, and formal invitations will be sent to all foreign naval commissions and naval attaches to foreign embassies in the United States.

J. D. Sarles, of the Pyle-National Co., was made chairman of the membership committee. A publicity committee was named, consisting of William A. Cather, Worthington Pump & Machinery Corp., chairman; K. W. Heinrich, Bethlehem Shipbuilding Corp., and C. H. M. Jones, Todd Shipyards Corp.

A joint committee co-operating with the Society of Naval Architects and Marine Engineers met on Sept. 20. Capt. C A. McAllister of the American Bureau of Shipping, was chairman of the committee representing the naval architects. Associated with him were J. Howland Gardner, W. H. Todd and F. L. DuBosque. Representing the equipment association were W. A. Cather, A. J. Barnes, Maj. F. C. Cheston and Col. E. A. Simmons. It was decided to designate Thursday, Nov. 17, from 4 p. m. to 7 p. m.; Friday, Nov. 18, from 10 a. m. to 7 p. m., and Saturday, Nov. 19, from 10 a. m. to 7 p. m. as "Naval Architects' days." For the convenience of those who attend the annual convention of the Society of Naval Architects and Marine Engineers, the Marine Equipment association will operate a taxicab service between the Engineering Societies building, where that society will meet, and the Central Mercantile building, where the exhibition will be held.

The exhibition will be open at 10 a. m. daily except on the first day when the opening hour has been set at 2 p. m. It will be open until 11 p. m. the general public being admitted only during the evenings after 7 p. m. By this arrangement, it will be possible for exhibitors to talk in comfort to customers and prospective customers between 10 a. m. and 7 p. m., while on the other hand there will be ample opportunity during the six evenings to exert every effort to educate the public in the matter of the necessity for a real American merchant marine as a national safeguard.

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First List of Exhibitors at Third Annual Marine Show

Booth Nos.	
	American Engineering Co., Philadelphia.
63	American Manganese Bronze Co., Philadelphia.
159	American Steel Foundries, Chicago.
150	American Car & Foundry Co., 165 Broadway, New York.
219	Ashton Valve Co., 126 Liberty street, New York.
206	Asbestolith Co., 1 Madison avenue, New York.
16-17-18	Babcock & Wilcox Co., 85 Liberty street, New York
163-164-180-179	Bethlehem Steel Co., 111 Broadway, New York
135	Brunswick Refrigerating Co., New Brunswick, N. J.
84-93	Boucher Mfg. Co., H. E., 150 Lafayette street, New York
116-147	Crane Co., Chicago.
58	Crandall Engineering Co., East Boston, Mass.
30	Chase Metal Works, Waterbury, Conn.
136	Coen Co., 50 Church street, New York.
115-148	Davidson Co., M. T., 154 Nassau street, New York.
127	Ellcon Co., 50 Church street, New York.
121-122-141-142	Fairbanks, Morse & Co., 30 Church street, New York.
190	Foster Marine Boiler Co., 11 Broadway, New York.
137-138	Griscom-Russell Co., 90 West street, New York.
199	Horne Mfg. Co., Jersey City, N. J.
21	H. J. Hush, New York.
	International Composition Co., 23 Park Place, New York.
165-178	Kingsbury Machine Works, Philadelphia.
149	Lunkenheimer Co., Cincinnati.
12	Lee & Simmons, Inc., 42 Whitehall street, New York.
200	Marine Decking & Supply Co., Philadelphia.
160	Marine Review, Cleveland.
132	J. S. Mundy Hoisting Engine Co., Newark, N. J.
152	Magnesia Association of America, Philadelphia.
161	National Malleable Castings Co., 30 Church street, New York.
14	Pneumercator Co., 15 Park Row, New York.
145	Pyle National Co., 30 Church street, New York.
162	Pantasote Co., 11 Broadway, New York.
104	Row & Davis, Engineers, Inc., 90 West street, New York.
153	Power Specialty Co., 11 Broadway, New York.
226	Stamford Foundry Co., Stamford, Conn.
97-80	Simmons-Boardman Publishing Co., New York.
94-95	B. F. Sturtevant Co., Boston.
15	Sperry Gyroscope Co., Brooklyn, N. Y.
72	Superheater Co., 17 East Forty-second street, New York.
126	Shepard Electric Crane & Hoist Co., Montour Falls, N. Y.
76-77-100-101	Sun Shipbuilding Co., Chester, Pa.
73	Scovill Mfg. Co., Waterbury, Conn.
105	Texas Co., 17 Battery Place, New York.
114	W. & J. Tiebout, 118 Chambers street, New York.
119-120-143-144	Todd Shipyards Corp., 25 Broadway, New York.
	U. S. Navy, Washington.
	U. S. Shipping Board, New York.
64-65	Valentine & Co., New York.
	Victor Engineering Co., Philadelphia.
125	Wailes-Dove-Hermiston Corp., 17 Battery Place, New York.
	C. H. Wheeler Mfg. Co., Philadelphia.
106	D. T. Williams Valve Co., Cincinnati.
78-79-99-98	Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa.
	Webb, Elisha, & Son, Philadelphia.
62	C. A. Woolsey Paint & Color Co., Jersey City, N. J.
146	Worthington Pump & Machinery Co., 115 Broadway, New York.
117	Wager Furnace Bridgewall Co., 30 Church street, New York.

The most important side features of the marine show will be the meeting of several of the important technical societies interested in marine work. The Society of Naval Architects and Marine Engineers will hold its meeting Nov. 17 and 18. This society will hold its annual banquet Friday night, Nov. 18. In conjunction with the Marine Equipment association several entertainments for visiting ladies will be arranged. The naval architects will also make a tour of inspection of the steamer LEVIATHAN laying at her pier at Hoboken, N. J., as attention is just now centered in this ship because plans for her reconditioning are being drawn up. The architects also will visit the Brooklyn navy yard.

The American Institute of Electrical Engineers also will meet in New York during the week of the exhibition and will hold a joint session Thursday, Nov. 17, from 2 p. m. to 5 p. m., with the Society of Naval Architects and Marine Engineers.

Another technical society to meet during the week is the American Society of Marine Draftsmen. This society will be in session daily from Thursday to Saturday, Nov. 17 to 19, inclusive. The banquet will be held on Saturday night. Like the naval architects, the draftsmen will crystallize their convention around a number of prepared technical papers.

In view of the unusual interest being manifested in marine week, it is expected this exposition will be the most important of any marine show so far held. The space given over for display will not be so large as that taken up for the first marine show, but the exhibits are expected to be more varied and representative of firms of considerable permanence. In this regard, the show will be of a more stable nature and ideally representative of American engineering genius. Within a few days after space was offered for allocation, more than 50 firms had contracted. The space will be paid for on the co-operative basis, the exhibitors being expected to pay merely the bare cost of staging the show and the incidental expense in connection therewith. Whatever revenue may be derived from the show, will be utilized to make a refund pro-rata to the exhibitors or be constituted into a revolving fund for future shows. From the headquarters of the association various circulars have been prepared and distributed to the members explaining how this will be worked out. These circulars give the prospective exhibitor information regarding the location of the exhibition hall and the manner of shipping equipment for exhibition.

To Study Business Paper Methods

Arrangements have been completed by the New York Business Publishers association, New York, for a course of study in industrial publishing, for the staffs employed on publications issued by its members. The entire course will last eight or nine months, classes being organized this fall, probably in New York, Chicago, Boston, Philadelphia, Cleveland and St. Louis.

Active instructors are to be men engaged on industrial papers so the instruction will be practical. Texts are being prepared by publishers, editors, business managers, and service department managers.

The outline for the course is divided into 15 units and five sections. The topics which will be studied as units are the field of industrial publishing, organization and personal requirements, editorial contents, editorial methods, preparing editorial material, writing for industrial papers, production technique, circulation building, creating advertising, handling correspondence, accounts and collection, departmental management, service to the industry, service to advertisers, ethics and policies.

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Attracts Many Marine Displays

Marine Exposition Will Be Marked by Complete and Representative Exhibits

WHILE perhaps not as large in the number of exhibitors as some preceding marine shows have boasted, the marine exhibition to be held in New York, Nov. 14 to 19, inclusive, promises to be more representative of the great American marine industry than any of its predecessors.

The number of manufacturers making reservations for the week indicates the completeness of the American marine industry from the building and equipping of ships to their operation and maintenance. The exhibition is stressing this point in making its claim for attention from the marine interests of the United States and of the world.

Among the companies which early indicated their intention of being represented at the marine show are the following, together with a brief description of their products and the names of those who will be in charge of the respective booths:

American Manganese Bronze Co., Philadelphia, will occupy booth No. 63. Its exhibit will consist of manganese bronze and bronze propeller blades, also broken cast iron blades. One of the bronze blades will be bent double, in order to show that bronze blades will bend, but not break. Facts and figures in connection with various propeller metals, will also be on hand for the engineer's or captain's scrutiny. In addition, numerous photographs, charts, etc., will be displayed. Those in attendance will be C. R. Spare, vice president and general manager; T. H. Addie, vice president and treasurer; C. S. Bower and Mr. Williamson of the sales force.

The Asbestolith Mfg. Co., 1 Madison Ave., New York, will be represented at the marine show by R. C. Burnside, president. The adaptability of its material for ship decking will be shown by several steel plates, covered with the material, and which have been in use for a number of years on ship decks. Some of the material has been removed to show that practically no corrosion to the steel has taken place. This covering as applied to wood will be shown by a small flight of stairs and other samples, illustrating its adaptability for buildings, factories, churches, private homes, etc. The material marked off in squares on a steel plate, giving a decorative effect, will also be shown. The company has booth No. 206.

The Bethlehem Shipbuilding Corp., Ltd., Bethlehem, Pa., will show a line of products which will include: 25-ton evaporator; 14-inch centrifugal pump direct connected to 9 x 8-inch vertical steam engine; 9½ x 7 x 15-inch dual air pump; 3½ x 2½ x 5-inch feed pump; 8½ x 6 x 18-inch feed pump; 7¼ x 5 x 10-inch horizontal fuel oil pump; 10½ x 8 x 22-inch pair of feed pumps and tank; pump body and valve chest 21 x 14 x 27-inch feed pump; 7 x 8 x 18-inch general service pump; 4½ x 5 x 12-inch general service pump; a duplex ram hydraulic telemotor with the transmitter and receiver connected showing the manner in which it is operated; a complete mechanical oil burning system including pumps and a section of the furnace front; and marine valves and fittings. The booth will be in charge of K. W. Heinrich, sales engineer, A. V. Reynolds, of the advertising department, and representatives of the sales department. The company has booths Nos. 163, 164, 179 and 180.

The H. E. Boucher Mfg. Co., 150 Lafayette Street, New York, has booths Nos. 84 and 93. Holding to its belief that ultimate interest in the marine is only to be had by educating the boy and the young man to things nautical, the company will continue the development of the miniature marine reproductions first exhibited at the New York marine show last January. The line has been largely increased and more than a dozen different engines from a single cylinder oscillating ⅛ x ⅝-inch to a compound tugboat engine ¼ x 1⅛ x ¾ inches, will be displayed. New boilers and boats have also been designed to match the new engines and spring and electric motors and storage batteries will make this the most complete "miniature shipyard" to be found anywhere and so far as known, the only one of its kind in this country. Practical miniature sail and power boats will also be there and one or two examples of the company's exhibition models. The company will be represented by Dwight S. Simpson.

The Foster Marine Boiler Corp., 111 Broadway, New York, will have booth No. 190. Literature will be distributed describing the Foster marine water tube boiler. Key caps will be shown and a roller tool used in connection with these caps. The exhibition will be in charge of J. J. Nelis, J. C. McKenzie and F. Glander.

Marine Review will have booth No. 160 which will be fitted as a rest room. This business paper will be represented by A. O. Backert, R. V. Sawhill, F. V. Cole, W. S. Doxsey, V. G. Iden, B. K. Price, W. B. Price, W. P. Schmidt and Joseph Fuller.

The J. S. Mundy Hoisting Engine Co., 722-740 Frelinghuysen avenue, Newark, N. J., will exhibit ash hoists and hand steerers. An ash hoist is to be connected up with a motor compressor set for furnishing power to operate the hoist at the exposition, thus showing the operation of the automatic control gear. The company will be represented by C. L. Mundy, president, and C. H. Foster, marine manager. The booth is No. 132.

The National Malleable Castings Co., Cleveland, with offices at 30 Church street, New York, will have an exhibit in booth No. 161. The company's exhibit will include various sizes of its cast chain, shackles, swivels, etc. The booth will be in charge of Benjamin Neilds Jr., Walter C. Lewis and Lloyd Snyder.

The Power Specialty Co., 111 Broadway, New York, manufacturer of waste heat, attached, flue and double stage type marine superheaters, will have booth No. 153. The exhibition will show a complete superheater element with core and method of closing hand hole opening in header. Literature will be distributed showing the advantages of the company's superheaters. J. J. Nelis, J. C. McKenzie and F. Glander will have charge of the booth.

The Sperry Gyroscope Co., Manhattan Bridge plaza, Brooklyn, will exhibit a gyro compass, an actual equipment being in operation together with one of the company's new continuous course recorders in connection with an electric log. A number of recording compass records will be on display, taken from vessels throughout the world equipped with the gyro compass. A model of a stabilizer building for an 18,000-ton passenger liner will be in operation and records from several equipments installed this year will likewise be on display. One of the company's new electric clutches will be in operation.

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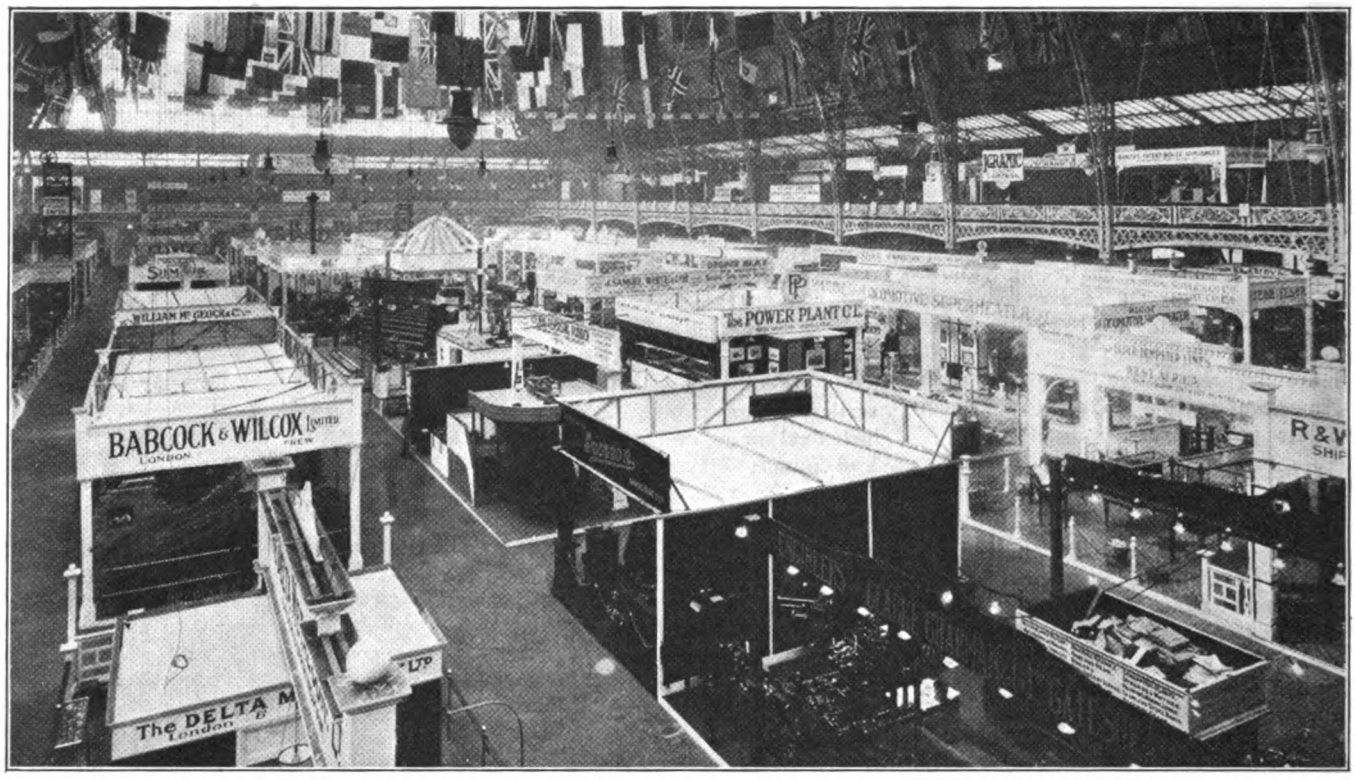

DISPLAY OF MARINE EQUIPMENT AT THE 1921 BRITISH MARINE SHOW

This year's shipping, engineering and machinery exhibition held in the Olympia, London's huge show hall, ranked as one of the best in the series of British shipbuilding expositions. About 300 exhibitors had displays which covered a wide range of engineering and shipbuilding activity. This year's exhibition was more British in character than the one held in 1919 when a number of Dutch firms took an active part in the show. The exhibits were of unusual value as marking the engineering progress of British firms during the critical period of postwar adjustment.

Robert B. Lea, of the marine department, will be in charge of the exhibit and will be assisted by O. B. Whitaker, J. R. Conover, C. D. Jobson and H. A. McDonell, of the sales and engineering divisions. The company's booth is No. 15.

The Superheater Co., 17 East Forty-second street, New York, will exhibit at booth No. 72. The display will consist of a model of its fire tube superheater as applied to the Scotch marine type of boiler, a model of the company's superheater as applied to marine water tube boilers and boilers used on river boats, a steam pyrometer for measuring steam temperatures, and a boiler feed pump. The company will be represented by George C. Fuller, Adolph Starr, George E. Kershaw, Walter L. Lovekin, H. B. Oatley, John E. Moore and W. E. McLintock.

Valentine & Co., 456 Fourth avenue, New York, will occupy booths Nos. 64 and 65. The background will be a large running water machine. This consists of panels finished with the company's, and a number of competitive, varnishes over each of which a stream of hot water flows. The object of this is to show that water will not affect the company's varnish. A second display brings out this same quality of the varnish. A washing machine is used with a glass front so that the visitor is able to see a panel, which is made up in the form of a submarine. Soapy water continually dashes against the varnished submarine. Another will be a table top stained in strips with the company's varnish mahogany stain and a number of competitive stains. Boiling water is poured down over the table top in a continual stream from a kettle in which the water is heated by an electric heater. In addition to these three main displays, will be shown panels finished in varnish, enamels, and varnish stains produced by the company. The exhibit will be in charge of Dorning Walker.

New Freight Service

Director Sproule of the department of wharves, docks and ferries of Philadelphia, announces that beginning Oct. 7, a new steamer service was established between Philadelphia and Norfolk, Elizabeth City, New Bern, Washington and other southern points. This direct service is by steamboats of the Inland Steamship Co., Baltimore. The ships use the inland waterways route.

Great difficulty was experienced by the company in obtaining terminal facilities at Philadelphia, by reason of the fact that every pier owned by the city of Philadelphia was under lease. Terminal facilities were secured only through an arrangement made with the Chester Shipping Co., which surrendered a sufficient amount of space on the north side of Arch street to accommodate the company.

Finances Electrical Work for Navy

G. E. Emmons, vice president in charge of manufacturing of the General Electric Co., Schenectady, N. Y., has made the following statement, relative to the announcement the navy department had decided on the resumption of some of its construction work:

"The navy department has authorized the resumption of work on electrical equipment for one battle cruiser, with the understanding, however, that shipments will not be required until next summer and no payments for materials and labor are to be made until the next government fiscal year which begins July 1, 1922.

"This necessitates the company locking up capital for materials and labor until next July, but it gladly does it in order to provide employment to those who would otherwise be out of work during the coming winter.

"When the resumption of work is fully under way, about 500 additional hands will be given employment. It is hoped that a similar arrangement can be made with respect to equipment for another cruiser, which, if successful, will provide work for an additional number of hands."

W. O. Hudson, president of the New Orleans dock board tendered his resignation to the governor on Sept. 22. He declined to issue any explanation. Mr. Hudson was president of a board of five members appointed by the governor of the state which has exclusive jurisdiction over the wharves and marine landings at New Orleans.

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British Shipping Now at Low Ebb

Analysis of Third Quarter Operations Shows Upturn Still Postponed—Uniform Shipping Rules Are Favored

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IN ANALYZING present shipping conditions, it is essential to remember that the state of the world is still abnormal. When we recall the magnitude of the upheaval caused by the war, no surprise need be felt that the settling down process has been prolonged. An analogy may be drawn with the case of a man recovering from a severe illness. Patience needs to be exercised during convalescence. He can only gradually adapt himself to workaday conditions and the world today can not even be properly compared with the case of a convalescent. Large portions of the world, notably Russia, are still sick. Whole nations are the poorer for the outpouring of enormous wealth during the war. This wealth can only be replaced by hard toil over a long period, and the effects of the great upheaval have been so disturbing that nations are finding it very hard to adapt themselves to the work which alone can bring about happier conditions.

Trade Sag Causes Ship Surplus

For shipping, the position has been complicated by the vast output of tonnage during the war, for which the present smaller volume of commerce, consequent on the breakdown of financial credits, can not find employment. If the volume of the world's commerce had been steadily increasing at the normal prewar ratio, there might have been no difficulty in profitably employing all the new tonnage. The simple fact is that the increase of shipping has been in excess of the actual requirements of the immediate postwar period, and depression has succeeded prosperity. The recovery of the world's trade must be slow, and while factories are working only two or three days a week, or are completely closed down, it would be useless to expect real activity in the freight markets.

In these abnormal circumstances, passenger liners have been more favorably placed than the cargo vessels. The destruction of the high-class passenger liners during the war was extremely heavy and this has not yet been made good. Consequently, the remaining vessels have, as a rule, been fully employed, and at the present time, when there is the usual autumnal exodus from the United Kingdom the fullest use is being made of the available accommodation.

Cargo Liners Badly Hit

Cargo liners are maintained in service as long as practicable, because the cargo liner companies undertake to provide regular services for their supporters. Ships in these cargo liner services have been, and are being dispatched with only comparatively small proportions of their cargo space occupied. Since the United Kingdom depends to so large an extent, for its foodstuffs on imports, many of the ships have been returning to the United Kingdom with good cargoes, as in the case of the meat ships from South America, Australia and New Zealand. But, on the outward voyage, these vessels have carried very little of the manufactures of the United Kingdom, or they have been sailing in ballast. This means that the whole cost of the round voyages of very many thousands of miles has to be borne by the freights earned on the imports. The maintenance of the cargo liners in service has meant that the financial results have been more serious for their owners than the effect of trade inactivity has been for the owners of ordinary cargo tonnage. The expenses of working large cargo liners are so great that the voyages may result in very heavy losses to the ownerships.

In times of depression, owners of ordinary cargo vessels do not hesitate to lay up their ships in port. The laying-up of ships involves a certain amount of expense, but it may be, and often is, small as compared with the cost of maintaining ships in service when the support is inadequate.

It has to be admitted that the times are still difficult for the ownerships of ordinary cargo steamers. At this particular period of the year it was customary, before the war, to find freight markets extremely active. July and August were always regarded as quiet months, but with the arrival of September it was usual to expect a great increase in the demand for tonnage due to arrangements for shipping the grain and cotton crops of North America. There was no such improvement last year and there has been none so far this season. It is true that large shipments of grain have been arranged for from Canada to Europe. Dozens of steamers have been secured during the late summer and early autumn for loading at Montreal. The rate, however, has remained stable for ordinary cargo vessels at about 5 shillings a quarter, indicating that there is plenty of tonnage available for the trade. Lately the volume of chartering for this trade has been limited by the accumulation of tonnage waiting to load there, and by the forthcoming expected closing of the navigation season. Many of the vessels proceeded to Canada from the United Kingdom in ballast.

South American Trade Drops

Chartering for the loading of grain in the Atlantic ports of the United States of late has been described as of only moderate proportion. The River Plate market has proved a disappointment. Early in the summer, the rate for loading heavy grain in the up-river ports of the Plate was on the basis of between 50 and 60 shillings per ton. At that time, there was difficulty in securing outgoing coal cargoes in the United Kingdom, and it was estimated that a freight of about 50 shillings a ton was required to cover the cost of dispatching a vessel to South America in ballast and bringing her home with a cargo of grain. Since then British bunkers and coal cargoes have been obtainable, but many of the vessels have still had to proceed in ballast. The rate has gradually weakened until, on Sept. 22 a freight of 22 shillings 6 pence was accepted, representing about half the rate ruling in June. Some owners who had vessels in the River Plate appeared to tire of waiting for full cargoes and decided to put their vessels "on the berth." As low a rate as 10 shillings a ton for the voyage to the United Kingdom was known to have been accepted for parcels of grain. Such

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rates are considered to be quite unprofitable, and it has been stated that they were accepted by owners with the idea of bringing the vessels home to be laid up in port.

Much was expected from the revival of the United Kingdom coal export trade when work was resumed at the collieries at the end of June. The revival has been a somewhat slow one. France, which was one of the chief customers, has been securing large supplies of reparations coal from Germany. Much of the trade with Italy and South America has been secured by the United States, and the chief demand from abroad for coal seems to have come from bunkering stations, and especially from the East. The volume of the export trade has not assumed anything like prewar proportions. This has meant that ships have not become scattered throughout the world in the same way as in prewar years so that an occasional increased demand for tonnage to load homewards resulted in some little upward movement, owing to the lack of vessels in that particular quarter. These little outbursts have not lasted long.

Some signs are evident of improving trade which is likely at first to affect liners. With a view to encouraging British export trade and to meeting especially continental competition, some liner freights from the United Kingdom have lately been reduced, Indian, Far Eastern and South American trades sharing in the reductions. How the position has deteriorated this year was indicated by Sir Frederick Lewis, the chairman of Furness, Withy & Co., Ltd., at the annual meeting in the middle of August. He declared that it was then practically impossible for any purely cargo vessels to earn more than a very bare profit, at the best. In 1919, a speech by Sir Frederick attracted much attention. Then he estimated that the annual gross profits of British shipping might be put at from £350,000,000 to £400,000,000. Applying the same calculations this year, and making allowance for laid up vessels, the earnings would be only from about £60,000,000 to £70,000,000, from which, however, would have to be deducted the coal bought abroad during the prolonged cessation of work at the collieries in the United Kingdom and the joiners' work carried out abroad during the eight months abstention from work of the joiners in the United Kingdom. Sir Frederick feared that, when allowance was made for these two items, there would not be much surplus as a contribution to invisible exports. Since the United Kingdom imports commodities to a far greater extent than she exports them, allowance has always been made for the earnings from freights to help redress the adverse trade balance.

With adequate employment difficult to find, the demand for new or second-hand steamers has naturally been quiet. The value of a new cargo steamer of 7500 tons deadweight is reported to have fallen this year from £83,000 to £64,000. This is the price at which owners of new cargo steamers would be prepared to sell them—not the price at which ships could be built, which is a far higher figure.

The sale market for tonnage this year naturally has been under the influence of the disposal of a large number of ex-German vessels allotted to England. Any useful indication of the prices at which these ex-German ships have been sold is not easy to give, because the types and ages of the vessels varies immensely. Nevertheless the tendency has been steadily downward. From the beginning of April until the end of August the average price realized was not more than £3 15 shillings 6 pence per ton deadweight. Since Sept. 1, the average price has further declined. One ex-German steamer was recently sold at auction for £4000 and then was resold privately a few days later for £10,500.

A very interesting auction of second-hand ships was held in London on Aug. 24. Eight steel steamers were bought in February of last year by the Western Counties Shipping Co., a new formation, from Sutherland Steamship Co. for a total of £1,450,000. The new company experienced difficulties, the mortgagees took possession, and ordered the sale of the ships which realized a total of only £226,150. A low price of £6100 was bid for a steamer of 3829 tons gross, owing to the fact that she was sold as she lay undergoing repairs. This sale was, therefore, quite exceptional, and is excluded from the following table showing the prices for the seven other steamers in the auction:

Name	Deadweight tonnage	Year built	Type	Purchase price
HIGHMEAD ...	8,280	1918	single-deck	£60,000
SOUTHMEAD ..	8,350	1918	single-deck	60,500
ROXBURGH ..	7,500	1906	single-deck	20,000
GWYNMEAD ..	6,600	1906	turret-deck	23,000
FORFAR	6,445	1912	single-deck	35,250
NETHERMEAD..	6,445	1911	single-deck	35,000
YORKMEAD ...	6,050	1906	spar-deck	26,300
Totals ...	49,670			£260,050

The average deadweight of the above steamers was 7096 tons, and the average age was nine years eight months. The average price per steamer realized was £37,150 and the average price per ton deadweight was £5 4s Probably a cargo steamer could be built in the United Kingdom at the present time for between about £17 or £18 per ton deadweight. The auction of the steamers was carried out by Messrs. Kellock's, one of the oldest and best known of the British shipbroking firms. Shortly before the auction, a steamer very similar to the two best vessels recorded above was sold privately for £54,500. The prices realized at the public sale were, in all the circumstances, considered to be very satisfactory, and the comparatively high prices secured were evidently due to a good deal of competitive bidding which was made at the sale. One result of this auction was that other owners were encouraged to try to sell their vessels for similar prices. But buyers were not forthcoming again in the same way and the market once more became extremely quiet.

If the past quarter was not signalized by any outstanding development in the freight markets, it was certainly notable for one of the most

British Shipping Index

PRICES OF REPRESENTATIVE SHIPPING SECURITIES IN THIRD QUARTER OF 1921

Securities	Highest £ s d	Lowest £ s d
Cunard £1 shares.....	0 19 6 (Aug. 9)	0 17 9 (Aug. 31)
Furness, Withy £1 shares	1 5 3 (Aug. 25)	1 2 6 (July 4)
P. & O. deferred £100 stock	371 0 0 (Sept. 21)	323 0 0 (July 13)
Royal Mail S. P. C. £100 stock	89 0 0 (July 19)	83 0 0 (July 4)

SHIP CONSTRUCTION IN UNITED KINGDOM, THIRD QUARTER, 1921

	Gross tons
Tonnage launched	307,850
Tonnage commenced	51,343
*Tonnage building, Sept. 30.....	3,283,000

*Nominal figure, includes 1,188,000 tons of construction suspended or delayed. Active work going forward is 2,095,000 tons. Suspensions total 731,000 tons; postponements 457,000 tons.

SHIPPING MANAGEMENT FACTS: THIRD QUARTER OF 1921

	Highest £ s d	Lowest £ s d
Time Charter Rate: Ordinary British steamers per ton deadweight per month.	0 6 0	0 5 6
Voyage Rates:		
Plate-United Kingdom grain, per ton.....	2 2 6	1 2 6
Australia-United Kingdom grain, per ton.	3 0 0	2 15 0
Fuel		
Coal: Best Welsh large S. Wales, per ton..	2 15 0	1 11 0
Oil: Per ton at Port Said.....	12 0 0	5 0 0
Wages:		
A. B. seamen, per month.....	12 0 0	12 0 0
Firemen, per month.....	12 10 0	12 10 0
Assistant stewards, per month.....	11 5 0	11 5 0

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important conferences on terms of shipment that have ever been held. The thirtieth conference of the International Law association held in the Palace of Peace, The Hague, from Aug. 30 to Sept. 3 considered and approved terms of shipment, which may fairly be described as a great charter for all engaged in overseas commerce. Representatives of merchants, bankers, marine underwriters and shipowners were present. For years, criticisms have come from various interests respecting the exclusion by shipowners from their bills of lading of liabilites for certain risks. The shipowners have always maintained their right to contract with their shippers for the carriage of goods in such ways as should be mutually agreeable.

One of the chief risks from which shipowners have excepted themselves has been that of loss or damage due to the negligence of their employes. Rules governing terms of shipment were agreed at the Hague conference, one of the chief of which provides that shipowners shall not insert in bill of lading any clause relieving them from liability for loss or damage arising out of negligence. The rules have been based on the desires of merchants, bankers and underwriters, and largely on legislation in various countries and notably in the United States. The Harter act has frequently been cited as a model.

Fix Shipowners' Liability

There is, however, one important distinction between the Hague rules and the Harter act. I understand that under the latter shipowners are enabled to limit their liability to $100 (about £27 at the current rate of exchange) per package and that this limitation is sometimes sharply criticized by shippers. The Hague rules restrict the liability to £100 per package, although they provide that "by agreement" another maximum may be fixed, subject to the stipulation that it shall not be less than £100. As a matter of fact, in some trades it is already £200.

Some interests were known to be in favor of unrestricted liability being thrown on the shipowners. This proposal, however, was not adopted. It would have meant that the liabilities of the shipowners in respect of cargoes would have been enormous, and they would have had to protect themselves by insurance, the cost of which would have had to be added to the freight. There is nothing to suggest that the merchants can not now secure such insurance as may be needed in the marine insurance markets, which exist for the purpose of providing the insurance protection which merchants need.

The rules deal with many points that have arisen from time to time. The representatives who went to the Hague were not generally authorized to bind the associations and businesses they represented, but to do the best they could for their constituents. Their reports are now being received by the various trade organizations and are being well received. The representative associations of marine underwriters in London and Liverpool have already approved the rules. So have some of the chambers of commerce, as those at Liverpool and Manchester. Before this article appears, the rules will have been considered by the London chamber of commerce, and it will be surprising if they fail to secure the support of the members. The bankers are also to consider them very shortly. The council of the Chamber of Shipping has already had the code under consideration, and is to discuss it again in a few weeks.

Win Owners to New Rules

The representatives of the shipping companies agreed to the rules at the Hague conference, but some shipping managers hold strongly that the shipping community is being asked to give away too much. Some of the leaders of the industry who a short time ago were opposed to agreeing to the principles incorporated in the rules have, however, now become convinced that commerce will be facilitated by their adoption. It is recognized that full value will only be secured from the adoption of the rules if they are put into operation universally.

The United States, unfortunately, was not represented at the conference, but hopes are expressed that the rules will be received well by business men in America.

An international conference of shipowners is to be held in London in November, and it is thought that by then the various business bodies will have expressed themselves so strongly in favor of the adoption of the rules that the shipowners will decide to put them into operation. This is a matter in which it would seem that commerce generally could be facilitated by international action.

Germans Gain in Declining Shipping

DURING the last two months 287 vessels entered the river Tees compared with 437 in the corresponding period last year; 242 of them were British, compared with 311. Norwegian entries dropped from 39 to 9, but German increased from 3 to 9.

* * *

Two Ships End Trials

Recent successful trial trips from British yards include the steel tug ANGLO MEX 101 built by Palmers Shipbuilding & Iron Co., Ltd., at Amble, to the order of the Anglo-Mexican Petroleum Co., Ltd., London. The LESTRES, built by Swan, Hunter & Wigham Richardson, Ltd., at the Neptune Works, Newcastle, to the order of the Cork Steamship Co., Ltd., also completed her trial. The vessel is intended for the regular line running between Manchester and Liverpool and Dutch and Belgian ports.

* * *

Faces Leanest Year

A recent resume of present conditions states that the shipping community is facing what in all probability will be the "leanest of lean years." The changes in freights compared with the earlier stages of the year is shown by the fact that today Australia is securing all supplementary cargo tonnage required at 68 shillings 9 pence against 80 shillings; Argentine at 28 shillings 9 pence to 30 shillings against 58 shillings 9 pence; Rumania at 21 shillings against 49 shillings; Saigon at 55 shillings against 70 shillings, all per short ton, and the Gulf at 5 shillings against 8 shillings and the St. Lawrence at 5 shillings against 7 shillings on the quarter basis.

* * *

Only One Ship Launched

During July and August only one vessel was launched from Wear shipyards. The output for eight months of this year is 15 vessels aggregating 78,202 tons against 44 vessels of 291,143 tons for the corresponding period last year.

The launches on the northeast coast during September include the "P. L. M. 24" from Sir Raylton Dixon & Co's Cleveland dockyard, Middlesbrough. The vessel is the fifth of eight similar craft which they are constructing for La Compagnie des Chemins de Fer de Paris a Lyons et a la Mediterianee, whose ship-

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ping business is managed by their subsidiary company, La Societe Nationale d'Affretements. The vessel is being built to a high class specification, and has been specially designed by Captain Veyrat, a director and chief superintendent of la Societe Nationale d'Affretements, to fulfill the requirements of the owner's particular trade. Her principal dimensions are 31 x 56 x 400 feet, molded, with a deadweight carrying capacity of about 8900 tons on a light draft of water. The steamer is a single deck vessel of the builder's well known cantilever-framed type, which has proved successful for the coal and other bulk cargo trades.

* * *

Tests Diesel Engine

Much interest was shown in the recent trials of the twin screw oil tanker motor vessel CONDE DE CHURRUCA which were carried through between the Tyne and Wear harbors. The interest aroused in this vessel is due to the fact that she is the first to be built by Messrs. Armstrong Whitworth, fitted with Sulzer internal combustion engines. This type of engine has been extensively used for shore jobs and in seagoing vessels of lesser dimensions than the CONDE DE CHURRUCA, but the engines under demonstration were the largest so far turned out by Messrs Sulzer & Sons.

* * *

Coal Trade Revives

A slight improvement was made in the Tyne trade and in recording that fact Capt. E. Kent of the Mercantile Marine Service Association on Tyneside, states that toward the end of August a considerable number of vessels in ballast entered the Tyne for bunkers. Many of these vessels were strangers and their advent was evidently the outcome of economic pressure. At times the river had quite a prewar appearance. A considerable number of masters and officers still are out of employment, and it is a difficult job to obtain a berth.

* * *

Cunard Resumes Work

The Cunard Co. has ordered the resumption of work upon the new liner ANDANIA, on the stocks at Messrs. Hawthorn, Leslie & Co.'s shipyard, Hebburn-on-Tyne. The company has sent similar instructions relating to the LACONIA, launched from the Wallsend yard of Messrs. Swan, Hunter & Wigham Richard, Ltd., and the ANSONIA, launched from the naval yard, Walker.

What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

COAL exports, which lie at the base of British shipping prosperity, are considerably heavier and British ships generally are much more fully occupied than they were three months ago. The rates which are being obtained for outwardbound coal cargoes, however, are so low that there is little if any profit in the business. Nevertheless, on a basis of tonnage, conditions are considerably improved and an increase in tonnage moving is usually a forerunner of financial improvement.

Exports of coal from British ports in August were 3,295,644 gross tons, compared with 2,209,961 tons in August, 1920, and 6,072,863 tons in August 1913. In view of widespread unsatisfactory business conditions, the showing as compared with last year reflects the strenuous efforts which British coal merchants and vessel owners, working together, have been making to re-establish this important branch of trade at the same time, the comparison with 1913 indicates the leeway, from a tonnage standpoint, which is still to be made up. Some very low rates are being quoted for outward coal cargoes.

Current coal figures are 14 shillings a ton ($2.60) to South America or West Italy; 6 shillings 6 pence ($1.20) to Hamburg; 9 shillings 3 pence ($1.70) to Sweden; 15 shillings ($2.77) to the Near East; and 17 shillings ($3.14) to India.

* * *

THE net tonnage of vessels arriving and departing from London in 1920 was 32,758,604, according to the annual report of the Port of London Authority recently issued. This compares with 26,335,191 tons in 1919, 14,564,008 tons in 1918, and 40,082,282 tons in 1913. The revenue of the port last year was £10,043,731 and the expenses £7,101,601, leaving an operating profit of exactly £2,942,130.

* * *

HARLAND & Wolff Ltd., Belfast, Britain's largest shipbuilders, are opening a repair yard at London to take care of work in the Thames district which it has been previously necessary to send elsewhere. According to the annual report of the Port of London Authority certain proposals were made by Harland & Wolff Ltd., for granting facilities to enable them to establish in London extensive ship-repairing and other engineering workshops. The proposals involved granting leases to the company of sites on the authority's property in the docks and on the riverside, the taking over of the authority's existing shops with some of the staff, and the execution by the company on costs and percentage terms of such repair and construction work as may be required by the authority. Negotiations between the authority and Harland & Wolff are approaching completion.

* * *

THE Royal Mail Steam Packet Co. is making progress with its plan to devolop a service between Great Britain and the Pacific coast of the United States and Canada. The MOLIERE formerly of the Lamport & Holt line, has been secured for this trade and is now on her way to the Pacific from Cardiff, Wales, This vessel has extensive refrigerating facilities which will make her especially adapted to bringing return cargoes of apples and other fruit which are moving at this time of the year. Very little outward tonnage is offering for this trade and the owners are depending almost entirely on the return voyages for their revenue earnings.

* * *

DULLNESS prevails in both overseas and coast freights. Quotations ruling during September were 7 shillings, Rotterdam; 6 shillings 6 pence Hamburg; 13 to 14 shillings Mediterranean; and 8 shillings, Baltic.

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THE fleet of the Anglo-Saxon Petroleum Co., London, England, has received a fine addition in the

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Isherwood type SCALARIA, one of the numerous oil tank ships built by Messrs. Swan, Hunter & Wigham Richardson, Ltd., Wallsend, England, for this owner.

The overall length of the SCALARIA is 427 feet while she has an extreme breadth of 53 feet 4 inches and a molded depth of 31 feet to the upper deck. On a draft of 24 feet 8 inches the deadweight carrying capacity is 8500 tons.

The triple expansion reciprocating engines driving a single screw and the oil fired boilers have been built by the Wallsend Slipway & Engineering Co. During a series of runs on the measured mile, the ship, when fully loaded, worked up to and maintained a speed of over 12 knots. There are nine oiltight holds each of which is subdivided by an oiltight center bulkhead and built to carry benzine. The cargo hold in the fore end of the ship and the machinery and boiler space aft are separated by cofferdams from the range of oil holds. The pump room is forward of the bridge and between the sixth and seventh oil holds. Hayward Tyler's horizontal duplex benzine pumps have been fitted and in such a way that oil can be pumped into any of the oil compartments or from one compartment into another on the opposite side of the ship. They can also discharge oil from the holds simultaneously over each side of the ship.

* * *

A SCHEME for creating a permanent imperial shipping board has been promulgated by the British imperial shipping committee to take the place of the latter body on its dissolution.

The functions suggested for such a body by the committee include: Inquiry into complaints in regard to ocean freights and conditions in inter-imperial trade, or questions of a smiliar nature referred to them by any of the governments of the empire; conciliation between the interests concerned in inter-imperial shipping, and the promotion of co-ordination in regard to harbors and other facilities necessary for inter-imperial shipping. The board should not be to any appreciable extent greater than that of the present imperial shipping committee.

* * *

THE contracts for the four super-Hoods the laying down of which forms part of this year's naval program of the British government, have not yet been placed. One will probably be built by Armstrong, Whitworth & Co. at the Walker yard on the Tyne. This will provide employment for 500 men for at least three years. This firm is also reported to have secured a contract running into millions of pounds sterling for armament for the new battleships. The firms likely to build the other three super-Hoods are Cammell, Laird (Birkenhead), John Brown & Co., (Clyde Bank) and the Fairfield Shipbuilding Co. (Clyde). These ships are to take the place of the canceled sister ships of the HOOD and it is believed that each of these ships will cost 7½ million pounds.

CAPTAIN FRYATT'S FAMOUS SHIP BRUSSELS RETURNS TO SERVICE
Salvaged by the Belgians she is shown in the Thames river. The Belgian government presented her to Great Britain and despite protests she was later sold at auction, the money going for charitable purposes. This month she resumed commercial service. Part of the ship will be used in a memorial to Captain Fryatt

Deliver Indian Liner

The CITY OF PARIS built at the Wallsend, England, shipyard of Messrs. Swan, Hunter, & Wigham Richardson, Ltd., for Ellerman's City line, has just left the works of the Wallsend Slipway & Engineering Co. where the engines and boilers were constructed.

The ship has a single screw driven by double reduction geared turbines of the impulse reaction type. Both the ahead and the astern turbines have one high pressure and one low pressure turbine working in series. Superheated steam is supplied from five single-ended boilers working under forced draft at a pressure of 225 pounds per square inch.

The leading dimensions of the CITY OF PARIS are 504 feet overall with a molded breadth of 59 feet and a depth to the upper deck of 35 feet. She has been designed to carry 10,500 tons deadweight on a draft of 28 feet 2 inches.

As the ship is to run to India most careful attention has been paid to the ventilation of all living accommodations. There are comfortable staterooms in deckhouses on the promenade and shelter decks for 230 first class and 100 second class passengers. In the upper 'tween decks of two of the holds provision is made for third-class passengers when required. The first-class dining room is on the shelter deck forward, while that for the second-class passengers together with a lounge is in a deckhouse on the shelter deck above the after hold. The first-class smokeroom is at the after end of the central promenade deck and below it is a nursery for children. For perishable provisions refrigerated rooms are provided.

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Assigned Shipping Board Vessels

NARBO (new steamer)—9402 tons, assigned E. C. Evans & Son, managing agent.

WEST QUEBEC—8594 tons, assigned Export Transportation Co., managing agent. Withdraw division of operations, managing caretaker.

GEORGE PIERCE, 8747 tons, assignment division of operations managing caretaker cancelled. Assigned Mississippi Shipping Co., managing agent. Withdraw managing agency Potter Transportation Co.

EMERGENCY AID, 8727 tons, assignment division of operations managing caretaker cancelled. Assigned Lykes Bros. managing agent. Withdraw managing agency Baltimore Steamship Co.

WEST NOMENTUM, 8503 tons, assigned Columbia Pacific Shipping Co. managing agent. Withdraw division of operations managing caretaker.

AGAMEMNON, 8700 tons, assigned United States lines under special agreement.

GEORGE WASHINGTON, 13,300 tons, assigned United States lines under special agreement.

SUSQUEHANNA, 12,000 tons, assigned United States lines under special agreement.

POTOMAC, 11,000 tons, assigned United States lines under special agreement.

PRINCESS MATOIKA, 10,500 tons, assigned United States lines under special agreement.

POCAHONTAS, 10,550 tons, assigned United States lines under special agreement.

AMERICA, 20,765 tons, assigned United States lines under special agreement.

MOUNT VERNON, 8300 tons, assigned United States lines under special agreement.

PRESIDENT GRANT, 19,810 tons, assigned United States lines under special agreement.

CENTENNIAL STATE, 13,000 tons, assigned United States lines under special agreement. Withdraw managing agency United States Mail Steamship Co.

HUDSON, 9510 tons, assigned United States lines under special agreement. Withdraw managing agency United States Mail Steamship Co.

OLD NORTH STATE, 13,000 tons, assigned United States lines under special agreement. Withdraw managing agency United States Mail Steamship Co.

PANHANDLE STATE, 13,100 tons, assigned United States lines under special agreement. Withdraw managing agency United States Mail Steamship Co.

COLD HARBOR, 7840 tons, assigned North Atlantic & Western Steamship Co. managing agent. Withdraw division of operations managing caretaker.

OSAKIS, 7814 tons, assigned division of operations managing caretaker cancelled. Assigned Export Steamship Corp. managing agent. Withdraw managing agency United American lines.

WEST ISON, 8728 tons, assigned Pacific Steamship Co. managing agent. Withdraw managing agency Struthers & Dixon.

OPHIS, 7699 tons, assignment division of operations managing caretaker cancelled. Assigned Trosdal, Plant & La Fonta managing agent. Withdraw managing agency Lykes Bros.

HALWAY (tanker) 9985 tons, assigned Columbus Shipping Co. management operation. Withdraw division of operations managing caretaker.

BAY STATE (new steamer), 13,000 tons, assigned Pacific Steamship Co. managing agent.

SALVATION LASS, 7825 tons, assignment Munson Steamship line managing agent cancelled. Assigned Tampa Inter Ocean Steamship Co. managing agent. Withdraw managing agency New York & Cuba Mail Steamship Co.

LAKE STRYMON, 4145 tons, assigned Mallory Steamship Co. managing agent. Withdraw division of operations managing caretaker.

JOHN STEVENS, 8747 tons, assigned Munson Steamship line managing agent. Withdraw division of operations managing caretaker.

LAKE ELLERSLIE, 4050 tons, assigned Baltimore Steamship Co. managing agent. Withdraw division of operations managing caretaker.

CONNESS PEAK, 7825 tons, assigned Daniel Ripley & Co., managing agent. Withdraw division of operations managing caretaker.

LIBERTY MINQUAS (tanker) 7540 tons, assignment division of operations managing caretaker cancelled. Assigned Walker & Daly management and operation. Withdraw management and operation McAllister Bros.

LAKE CHELAN, 2942 tons, chartered bare boat basis Halschaw Steamship Line, Inc. Withdraw division of operations managing caretaker.

FARABY, 5187 tons, assigned J. H. Winchester & Co. managing agent. Withdraw division of operations managing caretaker.

WEST PROSPECT, (new steamer) 11,000 tons, assigned Struthers & Dixon managing agent.

WEST CAHOKIA, 8594 tons, assigned Thorndyke & Trenholme, Inc., managing agent. Withdraw division of operations managing caretaker.

ECLIPSE, 11,773 tons, assigned Barber Steamship Co., managing agent. Withdraw division of operations managing caretaker.

MERRY MOUNT, 8800 tons, assigned Roberts & Webb managing agent. Withdraw division of operations managing caretaker.

ELKHORN, 9694 tons, assigned S. Sgitcovich & Co., managing agent. Withdraw division of operations managing caretaker.

LAKE BRIDGE, 3000 tons, chartered bare boat basis Halschaw Steamship Line, Inc. Withdraw division of operations managing caretaker.

MARGUS, 5300 tons, assigned Susquehanna Steamship Company managing agents. Withdraw managing agency Seager Steamship Company.

WENATCHEE, 11,422 tons, assigned Pacific Steamship Company managing agent, for one round voyage, Puget Sound-Orient service. Withdraw division of operations managing caretaker.

PINE TREE STATE, (new steamer) 13,000 tons, assigned Pacific Steamship Co. managing agent.

HEGIRA, 11,600 tons, assigned S. Sgitcovich & Co. managing agent. Withdraw managing agency Lykes Bros.

WEST CANON, 8484 tons, assigned Pacific Steamship Co. managing agent. Withdraw managing agency Struthers & Dixon.

RICHCONICAL (tanker) 10,078 tons, assigned McAllister Bros. managing and operation. Withdraw division of operations managing caretaker.

UTACARBON, (tanker) 10,078 tons, assigned Columbus Shipping Co. managing agent. Withdraw division of operations managing caretaker.

OTHO, 7657 tons, assigned International Freighting Corp. managing agent. Withdraw division of operations managing caretaker

CITY OF FAIRBURY 7825 tons, assigned Daniel Ripley & Co. managing agent. Withdraw division of operations managing caretaker.

CAPILLIO 7825 tons, assigned Munson Steamship Line managing agent. Withdraw agency Mississippi Shipping Co.

OSSA 7667 tons, assigned Export Steamship Corp. managing agent. Withdraw division of operations managing caretaker.

DEVOLENTE (tanker) 10,000 tons, assigned McAllister Bros. managing operation. Withdraw division of operations managing caretaker.

HANNAWA 11,724 tons, assigned Struthers & Dixon, managing agent. Withdraw division of operations managing caretaker.

COEUR D' ALENE 7840 tons, assigned A. H. Bull & Co. managing agent. Withdraw division of operations managing caretaker.

MADDEQUET 5175 tons, assigned Winchester & Co. managing agent. Withdraw division of operations managing caretaker.

WEST ERRAL 8386 tons, assigned S. Sgitcovich & Co., managing agent. Withdraw division of operations managing caretaker.

ABERCOS 9414 tons, chartered bare boat basis Pacific Steamship Co. Withdraw managing agency Pacific Steamship Co.

HANLEY 11,724 tons, chartered bare boat basis Pacific Steamship Co. Withdraw division of operations managing caretaker.

WEST ISLIP 8786 tons, assigned division of operations managing caretaker cancelled. Assigned General Steamship Corp. managing agent. Withdraw managing agency Struthers & Dixon.

EASTERN MOON 8977 tons, assigned United States & Australasia Line agent. Withdraw division of operations managing caretaker.

LAKE FAVONIA 4155 tons, assigned Clyde Steamship Co. managing agent. Withdraw division of operations managing caretaker.

WESTLAKE 8548 tons, assigned Export Transportation Co. managing agent. Withdraw division of operations managing caretaker.

WEST IVAN 8565 tons, assigned Frank Waterhouse & Co. managing agent. Withdraw division of operations managing caretaker.

LUBRICO (new tanker) 10,000 tons, assigned Struthers & Dixon managment operation.

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Using Hydrophone in Navigation

Sound Detector Applied to Sea Faring Practices Can Augment or in Emergency Supplant Radio

BY DR. H. C. HAYES
Sound Aide, U. S. N.

ANOTHER feature of the hydrophone which should be explained before taking up the uses as summarized in the first article of the series, is that by which it becomes possible to eliminate practically all of the local disturbing noises under certain conditions.

It has been found that the nature of water is such that practically all of the sound caused by the breaking of waves or their splashing against the sides of a vessel is of comparatively low pitch. Moreover, a large per cent of the sound from low-speed propellers, especially those driven by reciprocating engines, is also of low pitch. As a result of this discovery, the electrical compensator has been provided with a filter, which cuts out all sounds below a certain predetermined frequency but allows all sounds above this frequency readily to pass. The compensator is provided with a switch by which the filter can be cut into or out of the telephone circuits. It is possible, by using the filter, to hear submarine bell or oscillator, sounds with little disturbance from local noises, provided the signals are of sufficiently high pitch.

Serviceable Along Coast

The filter is of no value for detecting the propeller sounds of another vessel, since these sounds are mostly low-pitched, and a filter that will eliminate the low-pitched local disturbing noises will also cut out the low-pitched propeller sounds which it is desired to hear. Nevertheless, due to the selectivity, or focusing ability, of the MV Hydrophone, propeller sounds of a vessel have been heard to 15 or 20 miles under the most favorable conditions, but such ranges can not be depended upon. Except in a rough sea, it has been found possible to locate a vessel by its propeller sounds to ranges of from 1 to 3 miles provided the depth of water is not too great. If the depth is much beyond 100 fathoms it becomes difficult to hear the propeller sounds of other vessels, and, as a result the MV Hydrophone cannot be claimed as an absolute guard against collision during a fog if the vessel equipped with it is plying in deep water and the location of the other vessel is dependent upon the hearing of its propeller sounds. If, however, the other vessel is provided with means for sending high-pitched submarine sound signals of good intensity, the hydrophone can then locate the vessel accurately in water of any depth to a range varying from 10 to 30 miles.

In coastal waters and at harbor entrances, where the danger of collision during fog is greatest, the sea depth is usually not too great for efficient listening, and, in such regions, the hydrophone will usually locate the propeller sounds of other vessels at sufficient range to avoid collision. But, in order that it should be an absolute guard against such accidents during fog or other conditions of low visibility, it is necessary that vessels be provided with some high-pitched submarine sound signalling device, such as the bell or oscillator, and sound these devices whenever the visibility is low. Such signals always can be located to a range of several miles. And, if some signal code is adopted, such that the signal a vessel sends out will indicate its course, then each vessel may know the direction and course of every other vessel within a radius of at least ten miles. Under such conditions, the danger of collision will be entirely eliminated and vessels can proceed with safety at full speed at all times.

Submarine sound beacons placed on lightships and at harbor entrances can be located to ranges of from 10 to 30 miles and ofttimes considerably farther. Due to the accuracy with which the direction of such beacons can be determined, it has been found possible to use the hydrophone as a pelorus and determine the range of a beacon by noting its change of bearing as the vessel has proceeded a known distance. The successful use of the hydrophone as a pelorus has lead to the suggestion that the device be called the "hydropelorus."

Since the range to which submarine sound signals can be heard is greater than the range to which the light from most lighthouses and light vessels can be seen, it would seem that coastwise navigation might be aided even in clear weather if high-pitched sound beacons were installed along the coast lines. Such beacons are now perfected and could readily be operated from the lighthouses by means of electrical cables. The cost of such installations is not excessive and less energy is required to operate them than is required for most fog whistles and sirens, and their construction is so simple that little or no technical training is required to operate and adjust them.

If the hydrophone is located near the bow of a vessel, the shielding effect of the vessel's hull is such that the sounds from the propeller, or even an oscillator or bell placed well astern, are only heard on the hydrophone through the echo reflected from the sea-bottom. Because of this fact, it is possible to determine the depth of water by means of the hydrophone.

How Soundings are Taken

The method of taking soundings with the hydrophone can best be understood by referring to Fig. 1, where letters P and MV represent the propellers and the hydrophone, respectively, and the lines B_1-B_1, B_2-B_2 and B_3-B_3 represent three position of the sea-bottom. The sound from P, upon meeting the sea-bottom, obeys the ordinary laws of reflection, and, as a result, the angle I_1 equals the angle R_1. If the depth is greater, as represented by the line B_2-B_2, or still greater, as represented by the line B_3-B_3, this law still holds and I_2 equals R_2 and I_3 equals R_3. But I_2

Uses Are Explained

THIS is the third and concluding article in a series of three explaining the hydrophone as developed during the world war. The object of the first two articles of this series has been to explain the principle of the hydrophone and to show that it is a device capable of detecting and determining the direction of submarine sounds even when they are weak in comparison with the numerous local disturbing sounds always present on a power-driven vessel. The object of the present article is to explain how the hydrophone can be employed to aid and safeguard navigation in various ways.

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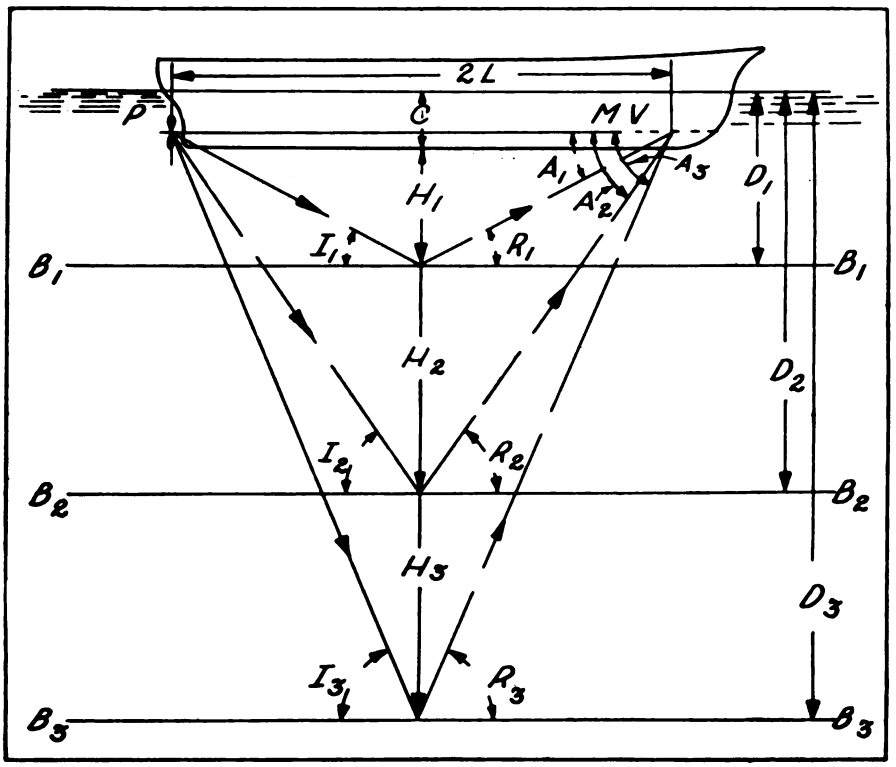

FIG. 1—DIAGRAM SHOWING THE METHOD OF TAKING DEPTH SOUNDINGS WITH THE HYDROPHONE

is greater than I_1 and I_2 is greater than I_3. The size of the I and R angles varies with the depth of the water. The greater the depth the greater are these angles. For every depth, these angles have some definite value and if one could measure them, their magnitude would always be an indication of the depth.

It is, of course, impossible to measure these angles that the incident, or reflected propeller sounds make with the sea-bottom; but, if the vessel rides on an even keel, it will serve as well to measure the angle the reflected sounds make with the vessel's keel, since this angle is equal to the I and R angles. In Fig. 1, these angles are labeled as A_1, A_2 and A_3.

It should be remembered now that result, the angle I_1 equals the angle that the direction of a sound makes with the line of receivers and therefore, if the line of receivers is parallel with the vessel's keel, the A angles can be determined with the hydrophone. It is through the measurement of this angle, the angle that the sound beam reflected from the sea-bottom makes with the line of receivers, that the hydrophone is able to determine depth.

The mathematical relation between the depth and the angle A is simple and is as follows: In Fig. 1, D represents the total depth; 2L the horizontal distance between the hydrophone and the propeller; C the draft of the vessel; and H. the depth of water under the vessel. It is obvious that

$$D = C + H$$

and that

$$H = L \tan A$$

wherefore

$$D = C + L \tan A$$

The above equation and also Fig. 1 show this method of taking soundings becomes inaccurate at great depths for the reason that the incident and reflected sound beams then become so nearly parallel that a small error in the determination of the angle A will cause considerable error in the location of the point where these lines cross. On the other hand, it is to be noted that this weakness is more than offset by the fact that the determination of depth by this method becomes more and more accurate as the depth becomes less. It has been found in practice that reliable soundings can be taken up to depths equal to about three times the length of the vessel and that the method gives soundings for depths within 10 or 15 fathoms to within an error of one fathom.

In order to facilitate the rapid taking of soundings, the compensator is provided with a separate scale calibrated directly in fathoms. To take a sounding, the operator simply adjusts the compensator until the propeller sounds of his own vessel are binaurally centered and then reads off the depth directly from the sounding scale. If it is desired, the operator can keep the propeller sounds centered continuously and thus have a continuous sounding record. In general, this procedure is not necessary, as a sounding can be taken at any time in about 10 seconds. Moreover, it is not necessary to slow down the vessel for taking soundings with the hydrophone. In fact, the faster the vessel is running the easier it is to take a sounding, because it is easier for the operator to binaurally center the louder propeller sounds. Reliable soundings have been taken on a destroyer running at a speed of 36 knots.

The aid to the navigator which the hydrophone furnishes through it ability to take soundings scarcely needs enlarging upon, but it has been found in practice that this aid is greater than one would at first suppose. It has been stated that the range and location of a sound beacon can be determined by using the hydrophone as a pelorus. It should now be stated that this information ofttimes cannot be gained by determining the bearing of the sound beacon and then taking a sounding. By referring the sounding data to the chart, the distance to the beacon can usually be determined. The hills and valleys of the sea-bottom, readily detected while proceeding at full speed, furnish many "land marks" for determining the progress of a vessel over a well-charted trade route. It is probable that the new method of taking sounding will lead to a more accurate charting of such routes.

If a vessel is equipped with a hydrophone and a high-pitched submarine sound signalling oscillator, it is possible to take sounding for all depths greater than about 80 fathoms with a fair degree of accuracy. This is accomplished by determining the time interval which elapses between the sending of a signal and the reception on the hydrophone of its echo from the sea-bottom. Since sound travels about 800 fathoms per second in water, the depth is given by multiplying the time interval in question by 400.

A stop watch is not sufficiently accurate for measuring this time interval, as an error of one fifth of a second in measuring the time interval results in an error of about 80 fathoms in the determination of depth. However, a single device for measuring this time interval is at present being developed by the navy, by which it should be possible to take soundings at any depth with a fair degree of accuracy. This device, which can not be described at this time, will doubtless be incorporated in the electrical compensator.

The reason this method of taking

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soundings does not serve for depths less than from 80 to 100 fathoms is that the duration of the signal itself is so long in comparison with the time interval required for the sound to travel from the surface to the sea-bottom and back that it is difficult to measure the interval accurately. It is fortunate, however, that the first method of taking soundings holds with sufficient accuracy up to depths where the second method becomes reliable, since this makes it possible to take depth soundings for all depths with the hydrophone.

It seems reasonable to believe that a careful charting of the deep-sea trade routes will furnish the navigator with plenty of "land marks" for determining the position and progress of his vessel in such waters, and the advent of the hydrophone should not only make possible the charting of such routes, but also furnish the navigator the useful information that such charts convey.

Rock ledges, precipitous coasts, and icebergs have been found readily to reflect submarine sounds, and, as a result, the direction and distance of a vessel from such reflecting surfaces can be ascertained by sending out high-pitched submarine sound signals and determining the direction of the echo and the time interval between signal and echo. Ledges and coast lines have been located in this way to a range of several miles, but the range to which icebergs have thus far been located is hardly sufficient for definitely averting collisions. However, the results obtained on recent tests indicate that, with certain changes of design, the hydrophone may be able to locate these obstacles to navigation at sufficient range for definitely avoiding collision.

Has Great Range

If a signal from a submarine sound beacon and a radio signal are sent simultaneously, the range of the beacon can be determined by measuring the time interval between the receipt of the two signals. The hydrophone is especially valuable for this type of sound ranging for the reason that it determines the direction of the beacon with a high degree of accuracy and also because, due to its focussing ability and high sensitivity, it can detect such signals to great range.

As a means for exchanging code messages, the hydrophone, under favorable conditions, has succeeded in receiving messages sent by a high-pitched submarine sound oscillator to a range of about 20 miles. Such messages can be received to a range of 10 miles under practically all conditions. While, in general, the radio equipment on most vessels render this feature of the hydrophone of small value as a navigational aid, it occasionally proves to be a navigational convenience and might prove to be extremely valuable as a navigational aid at some time when the radio apparatus is damaged by a gale or otherwise becomes inoperative.

The hydrophone has now been installed on certain vessels of the United States navy for over two years. During this time its value as an aid and safeguard to navigation has been so amply demonstrated that those who are familiar with its operation are convinced that the danger of collision between two vessels or the grounding of a vessel during fog or other conditions of low visibility will be greatly lessened if vessels are equipped with this device alone, and that such accidents practically can be eliminated if all vessels are equipped with both the hydrophone and a high-pitched submarine sound oscillator.

The protection afforded to vessels by such an equipment of sound apparatus is such that they can proceed with safety at full speed at all times and can readily approach light vessels and harbors if these are provided with submarine sound beacons. The cost of equipping a vessel with such apparatus is moderate and will soon be more than offset by the saving in time it will effect.

Austrian merchant ship will fly a new oblong flag divided horizontally into three equal stripes, red, white and red. The relation of the breadth to the length will be as two to three.

NEW HEADQUARTERS OF THE INTERNATIONAL MERCANTILE MARINE CO.

In November, this company will move into the five lower floors of this rebuilt structure at No. 1 Broadway, New York. This was formerly the Washington building, New York's first skyscraper. It has been practically rebuilt and redecorated throughout to make a complete and attractive steamship office building. Particularly striking is the large booking office, covering the entire length of the Battery park front from Broadway to Greenwich street, 160 feet long, 40 feet wide and 25 feet high. The four floors above the booking office will be occupied by the executive offices, one floor to the accounting department, one to freight, one to operating and the fifth to the general offices. The third class department will be on the Greenwich street level

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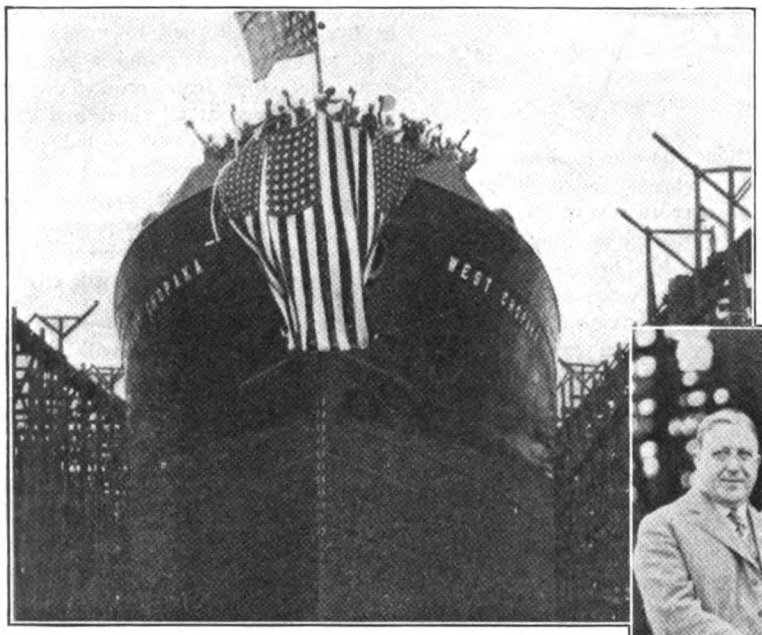
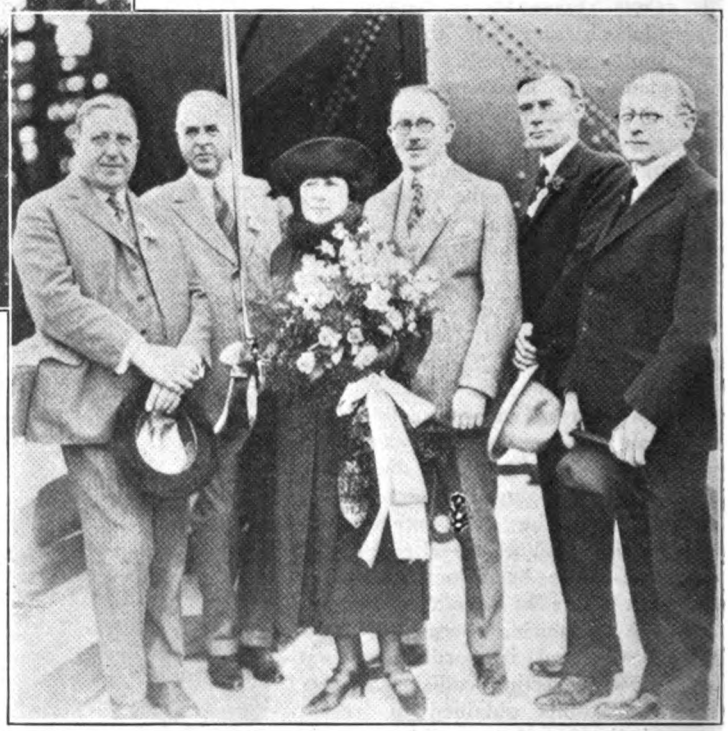
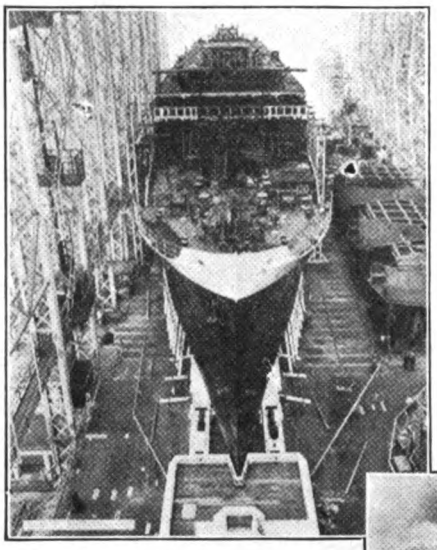
Photographs from Far and Near

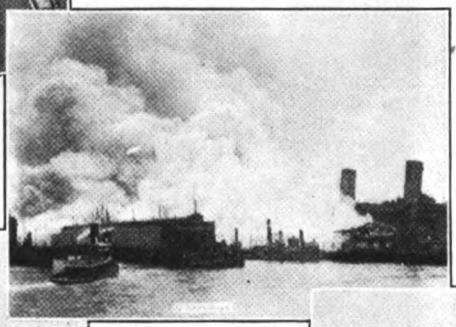


Marking the completion of four years of the keenest shipbuilding activity and the construction of around 320,000 tons of shipping costing approximately $72,000,000, the Los Angeles Shipbuilding & Dry Dock Co. recently launched West Chopaka, its thirty-fifth and last steel freighter on the United States shipping board contract. This freighter is the last of the board's war program. Launching party at the christening, left to right: Joseph Tynan, general manager, Union plant, San Francisco, Bethlehem Shipbuilding Corp.; Fred L. Baker, president, Los Angeles Shipbuilding & Dry Dock Co.; Mrs. Baker; E. M. Leaf, vice president; George E. Cryer, mayor of Los Angeles; Meyer Lissner, Pacific coast member, U. S. shipping board.



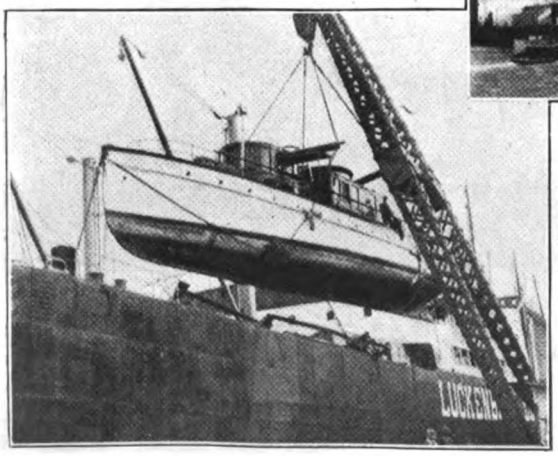


Launching of the steamer Munarge for the Munson lines by the New York Shipbuilding Corp., Sept. 17

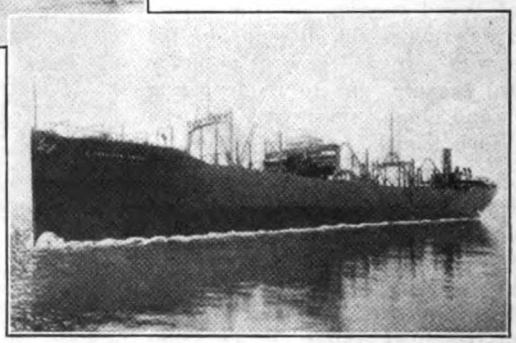


Bids are being considered for reconditioning the Leviathan, recently damaged by fire at her dock in New York

The 20,000-ton ore-and-oil carrier, G. Harrison Smith, launched recently by the Bethlehem Shipbuilding Corp., has been delivered to her owner, the International Petroleum Co.



The yacht See Bee, 58 tons, was taken aboard the freighter Lewis Luckenbach at New York and transported to Seattle via Panama canal



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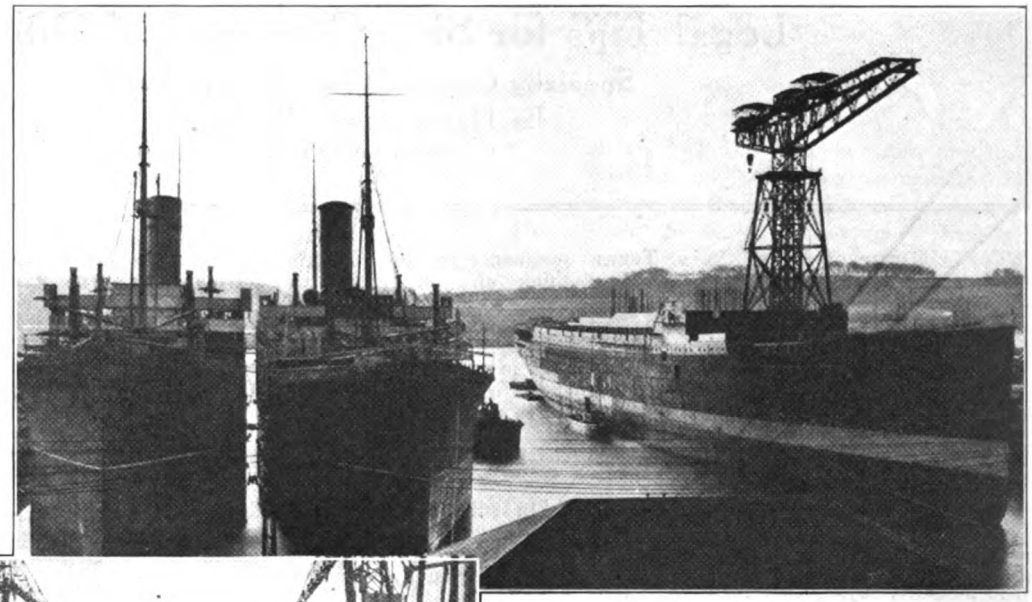
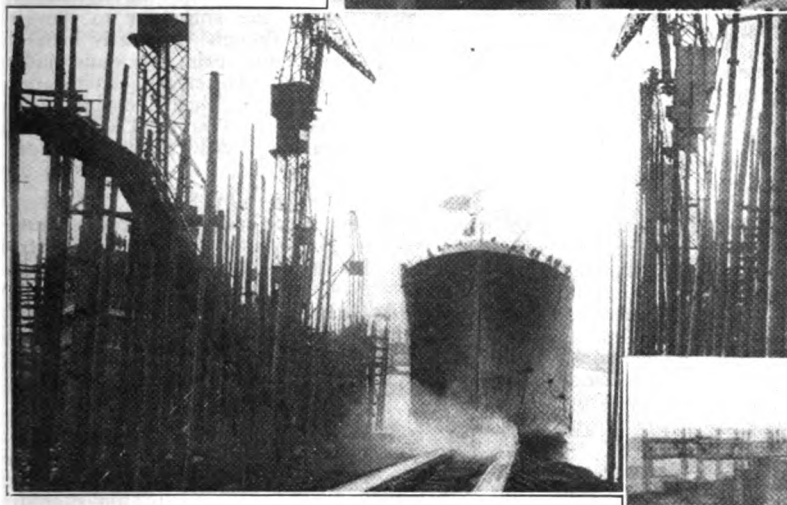
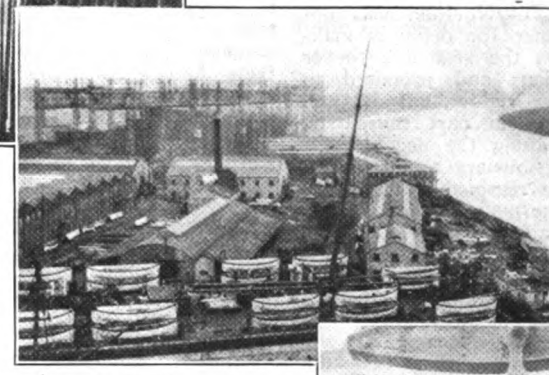
Latest Marine News in Pictures

This page of pictures brings to Americans some conception of the capacity and importance of William Beardmore & Co.'s shipyard at Dalmuir, Scotland. The fitting out basin, in which are three Atlantic liners built since the armistice, is the largest in the possession of any private shipbuilding concern

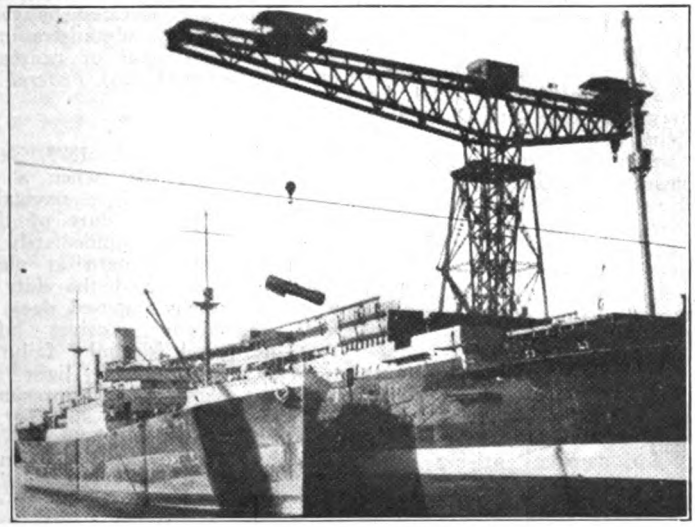


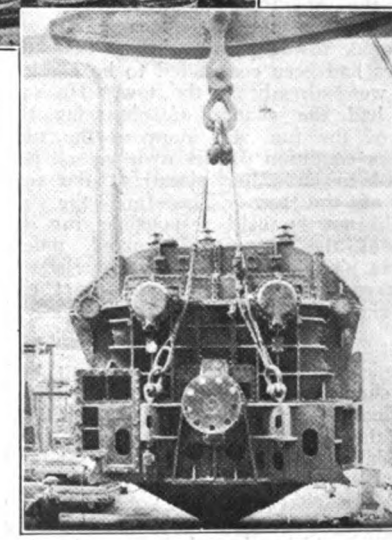


Below is a glimpse of the Clyde and the Beardmore shipyards, both presenting scenes of activity even in this depressed period of the world's shipbuilding industry. The Largo Bay, at the left, recently was launched for the Australian Commonwealth government. Ships now being launched cost three times the sums for which they could have been built in 1914



Cranes literally pick locomotive parts out of the shops of the Beardmore Locomotive Works at Dalmuir and place them aboard liners in the shipyards for export. At the right is a port gear case and the gearing for the Italian steamer, Conta Rosso. This equipment weighs 115 tons





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Late Decisions in Maritime Law

Legal Tips for Ship Owners and Officers

Specially Compiled for Marine Review
By Harry Bowne Skillman
Attorney at Law

IN THE case of Texas Co. v. Texas Gulf Steamship Co., 263 *Federal Reporter* 868, it was contended that the measure of compensation to be allowed a vessel for loss of time and deviation from her course in towing a drifting barge was the freight the vessel was then earning on the voyage, the amount of such freight to be figured by taking the time of the voyage and the freight earned, and reduce the earnings for each hour of the voyage, and then multiply this hourly earning by the number of hours of the delay. The court would not assent to this as the true measure, saying that there were too many elements of uncertainty in any such measure, that the delays incident to all sea travel were too numerous to admit of the application of any such measure. The delay was 22 hours and 40 minutes, and the court allowed the sum of $3500.

* * *

It was decided in the case of NICHOLAS ex ALBEMARLE, 263 *Federal Reporter*, 594, that a tug which in addition to two barges contracted to tow a steamer, having no rudder, through Drummond canal, to Norfolk, was not liable to the steamer for delay in making the trip, when the steamer's owner knew the conditions and promised to supply a temporary rudder, but did not, and the delay was in part caused by lack of it. In making the decision the court said: "Tug owners are only required to exercise reasonable skill, care and diligence in the management of tows, and should only attempt to handle such loads as they are reasonably equipped to haul, and ordinarily are responsible for the make-up of the tow. In this case the ALBEMARLE'S owner was cognizant of all the facts concerning the proposed towage. He knew that the barges had been contracted to be carried, and were already in the tow. He saw and had the chance of observing the size of the tug, and knew of the rudderless condition of his own vessel, and agreed to have her placed at the rear end of the tow. Therefore, the tug should not be held responsible for delays of the character involved, unless it was plainly guilty of some negligence in respect thereto, which the court can not say existed in this case."

* * *

Under a charter party providing that the charter shall pay for use and hire of a named vessel $600 "per day or fraction thereof, commencing on and from the day of her delivery, and at and after the same rate for any part of a day," the charterer was not obliged to pay for that part of the day of the delivery which elapsed before the tug was ready to commence the service in pursuance of the charter's orders. "We think the provision for paying for parts of days," said the court in the case of PENSACOLA, 263 *Federal Reporter* 661, "means parts of days used by the tug in rendering the service, and not that part of the day on which the service was commenced, during which the tug was not available for use by the charterer."

* * *

"In suits by seamen, whether in the admiralty or in courts of common law, contributory negligence is not a matter concerning the remedy or the procedure, but a substantive part of the relation. Contributory negligence, as distinguished from willful misconduct, does not defeat the seamen's rights to wages, care, and maintenance to the end of the voyage and a reasonable time thereafter. Nor does it defeat their rights to indemnity, if otherwise entitled to it, though it is an element which may be considered in determining what the amount of indemnity should be * * * The seamen were bound to use the equipment and appliances which the owners furnished, and they were on their part bound to furnish and maintain equipment and appliances for the seamen to use, at least free from defects known or which ought to be known. The common-law rules do not apply to this relation of master and seaman. It is intimate and peculiar, and differs from that between shore master and servants, who may at any time withdraw from service and refuse to use tools and appliances which they think dangerous. Employers of seamen may not be insurers, but a much higher degree of care must be required of them than is required of employers of shore servants."—Storgard v. France & Canada Steamship Corp., 263 *Federal Reporter* 545.

* * *

"Seaworthiness," said the court in the case of Hanrahan v. Pacific Transport Co., Ltd., 262 *Federal Reporter* 951, "is a relative term; a vessel may have that quality in port, and yet be wholly unfit for rough water; and to say that this ship was unseaworthy because she had no handrail up, while lying alongside a wharf discharging cargo, is merely untrue." It was held that a seaman injured because of the temporary absence of a handrail was not entitled to recover damages.

* * *

"Section 3 of the Harter act must be read in connection with section 1, which prohibits any provision in the bill of lading from relieving owners of liability for damages arising from any fault or failure in proper loading, storage, custody, care, and proper delivery of cargo. For such negligence a common carrier can not escape liability. The duty of proper care and custody continues after stowage of the cargo until delivery at destination. Acts of the master on the voyage, resulting in damage to cargo, may be either acts in the navigation and management of the vessel, under section 3, or in the care and custody of the cargo during the voyage, under section 1. For the first the owners are not liable, but for the latter they are. * * * The act of opening and closing the hatches related, not to the ship, nor to the ship and cargo, though primarily to the ship. It related primarily, and indeed exclusively, to the cargo. Therefore it was not an act of management of the vessel."—Andean Trading Co. v. Pacific Navigation Co., 263 *Federal Reporter* 559.

* * *

"When tug and tow proceed on a voyage, the master of the tug controls and dominates; there can be no divided responsibility; the tug leads; the tow must follow."—D. W. Ryan Towboat Co. v. Draper, 263 *Federal Reporter* 31.

* * *

"A wharfinger is bound to ordinary care and diligence and no more; and such lack of care is never presumed. This is true, even though circumstances may be shown * * which shift the burden of evidence to the shoulders of the wharfinger."—Stevens v. Maritime Warehouse Co., 263 *Federal Reporter* 68.

A libel *in rem* for collision will not lie, and seizure by the marshal thereunder may not be had, where a ferryboat, which had been taken over for war transportation purposes of the United States, at the time of the collision was in the possession and control and being operated by the United States railroad administration under the director general of railroads. CITY OF PHILADELPHIA, 263 *Federal Reporter* 234.

* * *

Act of March 3, 1899, section 15, which declares that when a vessel is wrecked and sunk in a navigable channel it shall be the duty of the owner of such craft to immediately mark it with a lighted lantern at night, is a criminal statute, and the duty marking a wreck thereby imposed does not arise until the owner receives information that his vessel is sunk; failure of the owner to maintain a light over the wreck at night raises a presumption of negligence in a civil suit for collision with such vessel at night in New York harbor, but such presumption is not conclusive.—Sullivan v. P. Sanford Ross, Inc., 263 *Federal Reporter* 348.

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Practical U.S. Ship Problems-VII

Concluding Article Analyzes Probable Policy of New Board—Shows Need for Retirement of Government from Operating Field

BY ROBERT EDWARDS ANNIN

THE reorganized shipping board has been in office for so short a time that no predictions as to ultimate success or failure can as yet be based upon performance. Apparently, however, a new policy has been formulated, and an idea of what that policy is to be may be gleaned from the developments which have thus far been made public. Some comparison may also be made with the policies pursued by the predecessors of the present incumbents.

So far as it has been possible to gain definite ideas as to the operating principle pursued from Jan. 1, 1919 to July 1, 1921, it would seem that the general policy during that period was to keep all possible units of the fleet in operation. On the whole this course was followed, irrespective of financial results; although at the last more attention was paid to the matter of profit and loss and many ships were laid up, especially during the first half of 1921.

Looking at Cost Sheets

This policy (if it was the policy) has now apparently been reversed, presumably owing to the results shown. It is now declared that bulk will not be accepted by the board, unless the voyages at least promise to pay operating costs. So far as berth routes are concerned, an important curtailment is indicated. The most unprofitable routes are to be abandoned outright, except as cargo may be cared for by transshipment. Direct services are to be cut down to something approximating the needs of the freight market.

If such is to be the new policy, there is much to be said in its favor. It is intelligible, it is economical, and it will afford an illustration of certan fundamental factors which, though axiomatic to the experienced, have been ignored, (or even denied), in the helter skelter discussions of the last thirty months.

Some of these factors are indicated by the record of steamers chartered outward from American ports, (including Montreal) and bound for foreign ports, since the change became effective.

Beginning with August such charters as reported in the weekly report of a leading broker show as follows—

Week ending		
Aug. 6	Foreign 32	American 1
Aug. 13	Foreign 41	American 2
Aug. 20	Foreign 55	American 0
Aug. 27	Foreign 34	American 0
Sept. 3	Foreign 43	American 1
Sept. 10	Foreign 18	American 0
Sept. 17	Foreign 29	American 1
Sept. 24	Foreign 18	American 2

or a total of 277 of which only 7 ships were of American registry.

Here is proof, amounting to demonstration, either that foreigners can profitably operate tramps out of North American ports at below our operating costs; or that they are willing to compete for our trade at a loss which neither the shipping board nor private owners are willing to assume. As a matter of fact both are true, but either would be significant as confirming, by actual experiment, the results of all intelligent calculations, based upon conditions which were foreseen by experienced owners two years since.

Another point emphasized by the business of the last three months is the appalling burden of the world's surplus tonnage. It is stated that, with the curtailment already in effect, the shipping board has now over 1000 ships out of service, a considerable portion of which was laid up since July 1. Notwithstanding this, and in spite of the progressive lay-up of English, Scandinavian, Japanese and other foreign tonnage, (thus reducing the momentary competition for cargoes) freights since August have progressively declined. Today, with chartering almost at a standstill, rates are at the lowest point reached since 1914.

The following comparisons are indicative of the general course of the levels reached by full cargo freights for the past three months, as shown by public reports:

Grain

Shillings, pence per quarter

	July	Aug.	Sept.
Atlantic Ports to U. K.	6/6	5/10½	4/0
Atlantic Ports to Continent	6/6	5/10½	4/0
Gulf to U. K.	7/0	6/9	4/6
Gulf to Continent	7/0	6/9	4/6

Coal

Per Ton

Atlantic Ports to Brazil	$4.50	$4.00	$3.25

Now an inactive merchant fleet, although temporarily out of competition for traffic, is always a factor in the calculation of shippers, and exercises an important market influence. If tonnage is, on the whole, fully employed, merchants feel confidence in rates, provided business can reasonably be expected to remain at or above current levels. If there be reason to expect a business improvement, they may even be induced to contract for "forward" business at higher freights; and buyers may consent to pay the advance in price thus made necessary—for buyers and sellers watch market tendencies with equal eagerness.

But if business is depressed (or even doubtful), and there is a large unemployed fleet, eager to become active in case of any improvement, neither buyers or sellers will base calculations on any natural advance. The idle fleet will hang as a threat over every world market.

This is now clearly the situation. Several months ago, the world's idle tonnage was reckoned at over eleven million tons. Today it is undoubtedly greater, and there is no present indication of increased demand for deep-sea tonnage.

The inevitable deduction is that any net improvement, from the shipowner's point of view, must come from a decline in operating costs, rather than from any permanent advance in freights. Operating costs are still high in all items; freights are not yet low, compared with any previous peace period. Hence the only ships that can hold an independent place in present competition are those that are efficient in themselves; managed with trained ability and rigid economy; whose owners are prepared to carry present losses in the hope of future profits. These considerations apply with equal force to berth rates; for (as to purely operating costs), there is no great difference between ships running in regular service, and those seeking occasional business.

Hence any change for the better must have a broad basis in the improvement of fundamental conditions, which, as stated, must apparently include reduction of costs.

Trade Follows Economical Route

Trade, at all times moves along the lines of least expense, but this is especially true in times of economic and business depression, when profits are small at best, and possible losses confront every transaction.

No clearer illustration of this can be desired than the grain movement of the last two months from territory

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naturally tributary to United States Atlantic and Gulf ports.

On account of the geographical location of the producing sections, relative to ports of loading, our southwestern wheat naturally moves to the Gulf, rather than to Atlantic ports; while the northern grain is most cheaply transported to tidewater along the Atlantic coast.

For the latter, United States ports must compete with Montreal; which has, like New York and Boston, Philadelphia and Baltimore, both lake and rail, and all rail facilities.

Foreign interest will, of course, protect their own ports and tonnage by every possible means. There is no doubt that British owners and importers, (many of whom have their own buying agencies on this side) have been giving concerted support to Montreal, ever since the grain movement of 1921 began. This has apparently been accomplished by shippers showing to owners and owners' agents proof of the rates necessary to secure the business; the owners then making the necessary concessions. Thus intimately informed of the rates necessary, British agents have been constantly in a position to name compelling rates to all European ports at the very outset, not only for British vessels, but for Norwegian, Dutch and other tonnage for which many English agents act, and for which English ports offer the best charter market.

Canadian Port Favored

It has resulted that much of the grain heretofore passing through our own north Atlantic ports has, for the current season, gone through Montreal. This route has shown a great predominance in grain exports up to the middle of September when the cumulative movement of grain exceeded the facilities of the port; and the risk of delay, threatening demurrage or even the cancelling of contracts, caused shippers to prefer the United States Atlantic ports. Thus while in the last week of August the comparison of charters was—Montreal 25, United States Atlantic ports 1; the third week of September showed Montreal 3, United States Atlantic ports 7.

On the other hand, the southwestern wheat moved steadily through the Gulf, by which route the costly rail haul was shorter and the cheap water haul longer, as to the territory served.

Out of the last 173 grain charters reported 97 were from Montreal, 55 from the Gulf, and only 21 from United States Atlantic ports. In only the one week above named did the charters from the Atlantic and Gulf ports exceed those of Montreal—illustrating the fact that national preferences however strong must yield to economic considerations.

These items of current history are very suggestive as emphasizing anew three axioms in export trade.

(a) Trade inevitably pursues the routes of greatest economy and is quick to change its routes with changing conditions.

(b) Our rivals as well as ourselves are capable of quickly changing their policies whenever the altered situation demands it.

(c) Patriotic motives in peace-time trade do not persist in the face of probable financial loss.

Looking For Woodpile Tenant

Apart from the apparent change in the general policy of the board already referred to, and a readjustment of the supervising machinery, it is not yet clear what constructive policies are likely to be initiated. There are now, as always, plenty of suggestions, more or less sensible, as to the proper course to be pursued. The most recent is based on the assertion that the lay-up of the American merchant ships is due to *sub rosa* agreements between American railways and British shipping companies. Hence, (it is argued) a strict enforcement of sections 28 and 34 of the merchant marine act of 1920 would result in calling a large portion of our fleet into service.

In this connection one or two pertinent questions naturally intrude themselves. In the first place if the idleness of American ships is due to nonenforcement of the "preferential rate" clause, as against British ships, why are foreign ships, (including British), being laid up in large numbers.

Again, if the activity of British ships is due to unfair preferences accorded to them, to what shall we attribute the activity of Norwegian, Dutch, Spanish, Italian, Greek, Jugo Slavian and Japanese steamers. All these are carrying cargo out of our ports while American ships are being laid up each week. Is it not more reasonable to attribute the present idleness of American ships to the general scarcity of cargo for all ships; and to the higher American operating cost?

Further—supposing that the provisions of sections 28, 34 and (especially) section 20 of the Jones act were enforced in the strictest conceivable fashion, what might be the result as to diversion of exports from the northern section of the United States to Canadian ports on both the Atlantic and Pacific coasts? Will not the trade continue to seek out the cheapest routes, and may not retaliation fully offset the effects of whatever preferential measures we may adopt? One can hardly imagine a policy more disadvantageous to American foreign trade, than one which should deprive American producers and exporters of competitive advantages in ocean transportation, and drive the cheapest operating tonnage to neighboring foreign ports, for no conceivable legislation could control rail, ocean or canal rates through Canadian terminals.

Discriminating Duties and Taxes

Even more drastic suggestions are made. One man has recently enunciated what he designates as a "One hundred per cent discriminating policy" for establishing the American merchant marine on a permanent basis. He proposes.

(1) A tax of 10 per cent on all imports on the free list.

(2) An extra tax of 10 per cent on all imports, now dutiable, when carried in foreign bottoms.

(3) An extra tonnage tax of 20 cents per ton on every foreign ship entering a port of the United States, with a maximum of five assessments per annum.

Without discussing in detail all these propositions it is evident that their ultimate purpose is to established our own carrying trade by excluding all foreign ships therefrom. The mental attitude of these proponents when the commercial and political results are pointed out, is one of absolute indifference. The ill will of foreign nations; their retaliative measures; the building up of commercial hostilities in place of friendly intercourse and competition; the effects on international relations: on armament-reduction—even on peace or war—; are smilingly waved aside. In other words "Damn the torpedoes—full speed ahead."

A Simpler Solution

Now if this position be sound, the methods suggested seem needlessly complex. If we care nothing for co-operation or retaliation, friendship or enmity, war or peace, all this complicated program is unnecessary. It would be much simpler to merely forbid foreign ships to enter or leave our ports with cargo, thus excluding them from our export and import trade, as they are now excluded from our coastwise business. Then if they should retaliate by imposing similar restrictions on our trade we may prepare to confront the world in arms.

This sounds futile but is it essentially more so than to achieve the same end by indirect legislation? If our trade treaties are denounced under section 34 of the Jones act; our exports forced to American ships exclusively by the action of section 28; and all foreign ships that do not accept our definition of "fair" competition excluded from our ports under section 20; if then a discriminating import tax of 10 per cent be placed upon all goods coming in foreign bottoms,

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and an extra tonnage tax up to $1.00 per year placed on foreign ships; in what respect—save the form of the law—would our policy differ from direct exclusion of foreign flags from our carrying trade.

Nations judge vital attacks on their industrial and commercial life not by form but by results; and resent them to the full extent of their powers, commercial, legislative and (in the last resort) military. Some of our nonchalant theorists should read a little history and note the devasting wars, sacrifice of lives and treasure,, and ruinous destruction of commerce caused by national attempts to use the legislative bludgeon as a commercial weapon.

It may be hoped that the ultimate policy of the new board will not be based on any such economic fallacies or political fire brands. In view of the quality of the men now in charge and the steps already taken this may be confidently expected. The weeding out of the ships, reduction of the active fleet and the careful selection of operators on business principles, appears to be proceeding apace and with the general approval of the trade. There are complaints of injustice from operators who are disappointed because they are not retained, but this must be expected. Hardship, and even injustice to individuals, is inevitable in the working out of large policies of this kind. The problem is too big to permit of personal consideration or faultless execution.

Retire Board as Active Operator

There are two points, however, upon which the trade is still curious. In the first place has "politics" been eliminated from the operation of these ships. The chairman and the "key men" are said to have accepted their appointments only on assurance that this matter should not be allowed to bother them. As to the possibility of excluding "politics" from any large government activity, the average citizen is frankly skeptical. That the whole trade is not convinced is evidenced by an incident in a recent important dispute with the board, where the defending operator selected as counsel, a legal firm with a strong political flavor, but not otherwise eminent in admiralty law.

The second point that is being watched by the whole shipping world, here and abroad, is the new policy of detail operation. Will the board continue to maintain an enormous organization, and attempt a meticulous direction of operators as regards the minutiae of management. Or will it adopt the same method as private nonoperating owners which has been justified by many decades of experience. This would confine the board's activities to effective and prompt supervision of the ships and operators selected, leaving the details of management to the latter; depending on their experience, ability and responsibility for the results. If the former course shall be chosen all our rivals will rejoice, for they, in common with our own trained shipping men, know that only the latter policy affords any hope of success in this difficult and perplexing experiment.

How to File Claims with Ship Board

CONGRESS in appropriating funds for the shipping board has made it clear that the money will not be used for settlement of claims. Despite this handicap, the shipping board holds to its belief that the separation of the question of claims from the problem of disposing of the fleet, should be vigorously followed up. In line with that policy, the newly appointed claims commission has just adopted rules for handling all claims against the board. This commission includes Walter D. Meals, chairman, Homer L. Ferguson, Frederick W. Wood, Arthur W. Teele, Capt. Richard M. Watt, and O. P. M. Brown, secretary. The rules of procedure just adopted follow:

RULES OF PROCEDURE

Jurisdiction

1.—Any person may file with the claims commission of the United States shipping board a claim or claims for hearing and determination thereof (except a claim by a foreign government) in any case where the United States shipping board is authorized to adjust, settle or liquidate claims now existing against the United States or the United States shipping board or the United States Shipping Board Emergency Fleet Corp.

First, where such claim or claims is or are in connection with or incidental to the construction of any ship or ships, drydock, wharf or terminal facilities, housing or transportation facilities, or

Second, where the amount of just compensation has not heretofore been determined according to law and where

(*a*) The United States shall have canceled, modified, or suspended any contract or made use of, occupied, assumed, requisitioned, acquired or taken over any plant or part thereof or any ship, charter or material, or

(*b*) The President shall have requisitioned or assumed the control of any drydock, wharf, lighterage system, or loading or discharging terminal facilities in any part of the United States or any warehouse equipment or terminal railway connected therewith, or

(*c*) The President shall have taken possession of, leased or assumed control of, any street railroad, interurban railroad or part thereof wherever operated, or any cars, appurtenances, franchises, or parts thereof commonly used in connection with the operation thereof, necessary for the transfer and transportation of employes of shipyards or plants engaged in the construction of ships or equipment therefor for the United States, or

(*d*) The United States Shipping Board Emergency Fleet Corp. shall have requisitioned or condemned any improved or unimproved land or any interest therein suitable for the construction thereon of houses for the use of employes and the families of employes of shipyards in which ships were being constructed for the United States, or shall have requisitioned or condemned any houses or other buildings for the use of such employes and their families together with the land on which they were erected or any interest therein, any necessary and proper fixtures or furnishings therefor or any necessary conveniences or facilities incidental thereto;

Provided, that all claims of the above nature now pending before the United States shipping board and/ or the Emergency Fleet corporation, including claims now pending before the former constructions claims board of the United States Shipping Board Emergency Fleet Corp. shall be deemed to be filed with the claims commission.

Definition of Words

(*3*) The words "person" and "he" and "claimant," where used in these rules of procedure include corporations, partnerships and associations, existing under or authorized by the laws of the United States, or any state, territory, district or possession thereof.

Statement of Claim

(*4*) All claims filed with this commission shall contain a clear and concise statement (in quadruplicate) of the facts on which said claims are founded and a definite statement of the amount or amounts claimed, which shall be duly verified.

Claims Docket

(*5*) The secretary of this commission shall docket such claim or claims and notify the law division (claims section) of the United States Shipping Board

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Emergency Fleet Corp. and the claimant to prepare for a hearing upon such claim or claims, and upon notification from the law division (claims section) of the United States Shipping Board Emergency Fleet Corp. that they are ready, the secretary of this commission shall calendar the claim or claims for hearing before this commission and shall notify the claimant as to the approximate date his claim or claims may be reached on the regular calendar.

Negotiated Settlement Calendar

(6) If the law division (claims section) of the United States Shipping Board Emergency Fleet Corp. can negotiate a settlement with the claimant and the claimant shall agree, in writing, to accept the same, the said law division (claims section) shall at once submit the entire record to this commission together with its recommendation for settlement, and, upon receipt of the record of such negotiated settlement, the claim or claims shall be placed on a separate calendar, to be known as the "negotiated settlement calendar." All negotiated claims will be given priority of consideration over those on the regular calendar.

Regular Calendar

(7) All claims, except those involving negotiated settlements, as provided in paragraph 6, shall be calendared for hearing by the secretary in chronological order according to date of notification from the law division (claims section) that they are prepared to defend. No claim or claims shall be given priority of hearing upon such regular calendar except upon a good and sufficient showing made to the commission by the general counsel of the United States Shipping Board Emergency Fleet Corp. that such priority will be to the best interests of the government. If, upon such application, a good and sufficient showing has been made, the commission may, in its discretion, advance the hearing of such claim or claims upon the regular calendar.

Motion to Calendar Claim

(8) In the event any claimant believes that the investigation of his claim is being delayed, for an unreasonable length of time, by the law division (claims section), he may file a motion, supported by affidavits, setting forth his contention, asking the claims commission to order the calendaring of his claim. Upon receipt of such motion the law division (claims section) shall, upon notice, appear before the claims commission and show cause why such claim shall not be calendared forthwith. Upon such showing the claims commission shall, in its discretion, grant further time to the law division (claims section) for investigation or order the claim to be calendared on a day certain, or forthwith. The law division (claims section) shall not be required to recommend that a claim be placed on the regular calendar for hearing until there shall have been filed with said division (claims section) a written brief or statement of the claim, supported by affidavits, depositions, or other evidence.

Procedure at Hearings

(9) When a claim or claims is reached for hearing on the regular calendar the claimant may in the discretion of the commission, supplement his written brief by a short oral argument, and the law division (claims section) shall present the defense of the United States shipping board and/ or the Emergency Fleet corporation in the same manner. The procedure at such hearings shall be in such form and subject to such further rules as this commission in its discretion shall hereafter prescribe.

Acceptance of Awards

(10) Upon conclusion of the hearing, the claim or claims will be taken under advisement by this commission and a prompt decision rendered. The claimant and the law division (claims section) shall be notified of the decision reached and if it is for the payment of a fixed sum or sums of money and is agreed to by the claimant, a settlement contract according to the terms of the decision shall be prepared by the law division, and, after approval by this commission, shall be submitted to the claimant for formal acceptance and execution.

Appearance of Former Employes

(11) No former attorney, officer, clerk or employe of the United States Shipping Board and/ or the Emergency Fleet corporation will be recognized or dealt with in any capacity in the prosecution of any claim before this commission.

Condensed Reviews of Latest Books

Handbook of Standard Details, by Charles H. Hughes, 312 pages, 4½ x 7 inches; leatherette; published by D. Appleton & Co., New York and for sale by MARINE REVIEW, $6 postpaid.

To fill the need of engineers and draftsmen for a compilation of the standard types, dimensions, sizes and weights of the materials and manufactured parts used in the construction of machinery and engineering structures, the author has collected and assembled into one convenient volume drawings, tables and formulas of this character. The data have been obtained from a variety of sources. Many of the tables have been furnished by the leading machine tool makers in the United States and represent their current practice. Some of the standards have been set by organizations of engineers and manufacturers while others have been more or less arbitrarily set by manufacturers.

The standards included in the book cover fastenings, power transmissions, pipe, tubing and fitting, rope and chain fittings, structural details and a large number of miscellaneous parts. Specifications on standard engineering drawings and a large number of tables of value to the engineer and designer are included. The material is divided into eight sections which are completely indexed in the last few pages of the book.

* * *

Merchant Vessels by Robert Riegel; cloth; 257 pages, 5½ x 8½ inches; published by D. Appleton & Co., New York, and for sale by MARINE REVIEW; price $4 net.

This is the fourth volume in a shipping series designed for training for the steamship business. Previous volumes issued by the same publishers are *Ocean Steamship Traffic Management* by G. G. Huebner, *Marine Insurance* by S. S. Huebner, and *The Law of the Sea* by George L. Canfield and George W. Dalzell. The present volume deals with the nature of vessels and their admeasurement. Its division into two parts and clear treatment of the subject makes it a valuable book to a student of shipping and of the basic variations of ship design which have their effect upon the business of transportation by water.

Mr. Riegel is assistant professor of insurance and statistics at the University of Pennsylvania and his academic style elucidates clearly the many points in ship design and measurement which are too frequently confusing to the layman because of their technical nature.

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He sets forth clearly why the admeasurement rules applied to American ships discriminate in favor of the more liberal rules of the English and German governments. It is a most damaging indictment of the perversity of congress and the lack of co-operation on the part of the federal department of commerce in not striving to have the onerous legal restrictions removed and the resultant port tax discriminations on American ships abolished.

This is the inference drawn from the book, although Mr. Riegel attends strictly to his purpose of providing a textbook for the student and avoids successfully controversial arguments. He permits the facts to speak for themselves and these bare facts are in themselves the most conclusive argument that there should be a more practical treatment of the American marine in all legislative matter which regulate the construction and measurement of vessels.

The author gives the inference that the liberal rules of admeasurement of the British are the result of the astuteness of the English shipowners and it is apparently difficult for him to temper his opinion of English steamship ethics. Mr. Riegel is also obviously a close associate of Professor Johnson who drafted the Panama canal classification rules, which rules nearly every day arouse the hostile criticism of American steamship owners. Mr. Riegel risks the value of his otherwise valuable book by accepting Professor Johnson's canal admeasurement rules as an almost perfect work.

* * *

A B C of Iron and Steel by various authors, fourth edition, 408 pages, 8 x 10¾, cloth, published by the Penton Publishing Co., Cleveland, for sale by the MARINE REVIEW, $5 postpaid.

The fourth edition of the *A B C of Iron and Steel* which was originally published in 1915 has been issued in enlarged form because of the persistent and established demand for this very popular informative work. The new edition incorporates all the important features of its predecessors brought down to date. It includes an exposition of the various processes and forms of manufacture in iron and steel presented in clear and readable language, free of technicalities as its name implies and readily understandable to the average reader.

Several new chapters have been added to those describing the rolling of individual finished iron and steel products. These cover the manufacture of rails, tubular goods and tin plate, and are amply illustrated to correspond with other chapters of the rolling mill section. The new volume contains a revised directory of the iron and steel industry by companies and leading officials. The classification according to products of the various manufacturing companies also has been brought down to date. In this connection the number of open-hearth and electric furnaces and bessemer converters of each steel manufacturer is shown. The very complete statistical data over a period of years on various branches of the iron and steel industry have been brought down to Jan. 1, 1921. Various new illustrations have been inserted in the text.

The *A B C of Iron and Steel* as indicated by the reception which it has been given since its earliest edition, from all ranks directly or indirectly interested in iron and steel, is filling an important need in the literature of the industry. Its text book value and appeal in view of the standing of its various authors as practical men of the industry and because of the simplicity of its style, is very broad. Each edition apparently is finding a wider field of appreciation for the publishers have been called upon constantly to increase the number of copies of each issue.

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Export Trade Directory, by B. Olney Hough; cloth; 1036 pages, 6 x 9 inches; published by the Johnson Export Publishing Co., and for sale by MARINE REVIEW; price $10 postpaid.

Alphabetical lists of export merchants, manufacturer's export agents, foreign freight forwarders, steamship lines, and foreign consuls are listed in this book which is the seventh edition. Export merchants are classified according to the type of goods they handle, and the character of the market reached in each instance. The number of companies listed has been increased over those found in previous issues of the book. Information is given wherever possible as to whether the company is a corporation or partnership and if a corporation, organized under what state laws, and a list of the names of officers or partners is provided. Special lists of those houses which handle but a single commodity as cotton, grain, coal, tobacco and lumber are given. Another list enumerates the combinations of manufacturers for export business organized under the Webb act.

Foreign concerns who have branch offices in the United States and who are buying only or chiefly for their own foreign headquarters are set forth independently of other classifications. An index of foreign correspondents of American companies which are mentioned in the book has been supplied. Other features include a map of New York, names of export packing concerns, a list of local and national organizations for the promotion of export trade and directions for shipping to foreign ports.

Obituaries

Capt. Alvin Simms, veteran master of the Boston & Yarmouth Steamship Co.'s steamship PRINCE ARTHUR, died recently on the bridge of his vessel. He had been connected with the Boston & Yarmouth Steamship Co. for 35 years.

Henry Franklin Lyman, vice president of the Upson-Walton Co., Cleveland, ship chandler and manufacturer of wire rope, and president of the Cleveland Block Co., Cleveland, maker of tackle, died suddenly at his office in Cleveland Oct. 13 of heart trouble. He was 67 years old.

David H. Wilson Jr., consulting engineer of the Erie railroad and founder of the Wilson Welder & Metals Corp., Brooklyn, died recently in New York. His death was sudden, and was believed to be due to heart disease. Mr. Wilson was born in Paterson, N. J., in 1879. One of his most notable achievements was his work in repairing the broken equipment of the interned German ships, including the LEVIATHAN and the GEORGE WASHINGTON. In accomplishing this task, he did what many prominent engineers regarded at first as being impossible. Mr. Wilson received his education in public and private schools at Paterson, the Bliss Electrical school, Washington, and Purdue university. After graduation his first engineering work was for the J. G. White Electric Mfg. Co., New York. It consisted of building an electric railway in Porto Rico. Upon his return from the tropics, he constructed a plant in Montreal, Can., for the American Locomotive Co., and when he returned to the United States in 1906 he took a position as electrical engineer with the Erie railroad which he held until the fall of 1911 when he was made consulting engineer of the same company. About this time Mr. Wilson invented and secured patents on a quick charging storage battery for lighting railway coaches. Mr. Wilson formed a company for the manufacture and sale of this battery and shortly after he and his associates sold this device. He then turned his attention to another invention of a system of his own in electric welding and formed his own company for its manufacture and sale. Mr. Wilson, with this system, repaired the interned German ships during the war. Mr. Wilson was a member of the Army and Navy club, Washington, the Engineers club, New York, the Franklin institute, Philadelphia, the American Railway association, the American Welding society and the Society of Naval Architects and Marine Engineers. Mr. Wilson was appointed naval expert by the United States government during the war to repair the enemy ships.

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World Charter Market Reviewed by

REGULATE SHIPS

Shipping Board Divorces Emergency Fleet Corporation and Will Devote Own Activities to Supervising Boats

JOSEPH W. POWELL, formerly executive head of the Bethlehem Shipbuilding Corp., has been made president and general manager of the Emergency Fleet corporation. At the same time, the shipping board has definitely separated itself from the corporation and will devote its time exclusively to the regulation of shipping. Sidney Henry, of the Baltimore Dry Docks & Ship Building Co., has been named commercial manager and will have charge of cleaning up the shipbuilding plants including the Hog Island yard. Harry Kimball, New York, has been named vice president of the Emergency Fleet corporation in charge of financial affairs. J. H. Sheedy, New York, has been named European manager of the government merchant fleet. Coincident with these important changes, the shipping board has started upon a scheme of retrenchment.

With the shipping board freed of all problems incident to the ownership of a merchant fleet, it is presumed that the board will at last attend to some of those duties which it was instructed to attend to when the original law was enacted. It is reasonable to assume that this will be so as Chairman Lasker is reputed to be preparing a confidential report for President Harding, in which it is anticipated recommendations will be made that the provisions of the Jones act be enforced. American steamship owners and operators have advised a more firm hand in these matters. One of the first results was the determination to discharge all aliens among the crews of American vessels. The German stewards and the Chinese squad on the GEORGE WASHINGTON were let out.

Fewer Ships in Operation

The retrenchment policy is being carried throughout all the operations. On Aug. 20 the board had 680 vessels in operation. On Sept. 1, the board had only 480 ships scheduled to remain in active service. Further reductions are being made and by Oct. 15 approximately only 350 vessels will remain in service. It is intended that only the services shall be continued which may reasonably expect to show a profit during normal times. This means the elimination of many shipping board operators. The Cosmopolitan Shipping Co., New York, has been elected to maintain the only shipping board cargo service between the north Atlantic range and French ports. The International Freighting Corp. will serve as booking agent from Philadelphia and the Terminal Shipping Co. will act in a similar capacity at Baltimore. Moore & McCormack and the Susquehanna Steamship Co. alone remain as shipping board operators in the Scandinavian berth. The Pacific Steamship Co. will maintain the only general cargo line from Seattle to the Orient while the Columbia Pacific Steamship Co. will operate the only berth out of Portland. The Tracy line has discontinued its shipping board line to west coast South America and the shipping board has cancelled the New York-London berth assigned last spring to the Roosevelt Steamship Co.

All of this activity is, of course, only preliminary to selling off the government fleet, an object sought for many months back. While the lump-sum bid offered by the Ship Construction & Trading Co., New York, for the wooden ships was determined unacceptable under the law, the board has sold 19 more of these vessels and the remaining wood ships in the possession of the board is daily growing smaller.

This disposition of the fleet will enable the board to authorize a number of undertakings which have been sadly needed. For instance, plans are again under way for reconditioning the LEVIATHAN. A committee of architects is now working on the estimates and if the cost can be worked down to a reasonable sum the work will be undertaken. Some minor changes also will be made in the liners GEORGE WASHINGTON and AMERICA. These vessels are being got in readiness to facilitate the line's sale.

To Center on Northern Europe

The POCAHONTAS has been released at Naples and started for home. It is likely the United States line will not endeavor to continue in the Italian services but concentrate its attention on the north European trade. One of the strongest assets of this line, other than the vessels themselves, is the contract with the North German Lloyd Steamship Co. which gives it the use of the German company's terminals and agencies in Europe. Agents of both the North German Lloyd and of the Hamburg-American lines have been in the United States recently and displayed considerable interest in the plans of the shipping board relative to these services. The United American line, acting through Mr. Harriman, has cemented its relations with the Hamburg-American line still further by entering an arrangement for the solicitation of freight and passengers throughout the whole of Central Europe. Should Mr. Harriman purchase the United States line, an inter-

Movies Get Barkentine

SAID to be the largest sailing vessel ever employed in the making of motion pictures, the 4-masted barkentine OLYMPIC, 1353 tons, has been chartered for two months by the Famous Players-Lasky Co., to be used in the filming of scenes on San Francisco bay. The "shooting" of the scenes began early in October, and will continue until the end of November, or, possibly, later. The OLYMPIC was built in Bath, Me., in 1892, and for years has been in service between San Francisco and South Sea and South American ports. She is to play the part of a ship attacked by pirates, and Mission bay, an arm of San Francisco bay, is the locale of the film.

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esting situation would arise, in view of the keen rivalry between the two German steamship companies. The combination steamer BAY STATE, allocated to the Admiral line for the Seattle-Orient berth will leave for the west coast in November. In addition, the shipping board has allocated the PINE TREE STATE, a sister ship, built at the Sparrows Point, Md., yard of the Bethlehem Shipbuilding Corp. to the same line for the same run. The Munson line has received the SOUTHERN CROSS, a sister ship to the AMERICAN LEGION, and dispatched her in the run between New York and Buenos Aires. The Munson line is now operating four crack passenger steamers, all oil-fired, in this service. A new branch of the Isthmian Steamship line services will be called the Pacific-United Kingdom freight service between Vancouver, Seattle, Portland, San Francisco, Los Angeles and Liverpool, Avonmouth, London, Glasgow, Southampton, Hull, Rotterdam, Amsterdam, Antwerp, Hamburg and Hull. The historic American passenger steamer NEW YORK, after being reconditioned, has sailed from New York under the house flag of the Polish Navigation Co. for Danzig. The Southern Pacific Co. has restored the steamer MOMUS to service between New York and New Orleans.

The Halschaw Steamship line has acquired two lake-type vessels for its services between New York and Baltimore.

Market Shows More Stability

Improvement in the field of private operations was shown in the charter on a bareboat form of two 9600-ton freight steamers by the Admiral line from the shipping board at 50 cents per deadweight ton per month. The lake-type steamers acquired by the Halschaw Steamship line for its New York-Baltimore services were also taken on a bareboat charter from the board. At the same time, it was reported a privately owned American vessel had been let upon charter for $2 per ton per month. Ocean transportation is undoubtedly settling down to more stable conditions although numerous changes in rates have been effected and more may be expected. The American line has reduced the passenger rates to Germany. The minimum first class was at one time $225, later reduced to $195. The new rate is $145 either way between New York and Hamburg. Through all the transatlantic passenger charges, the tendency is now decidedly downward. Naturally the eastbound rates have been reduced to the winter level and whether or not these will be raised again once spring traffic starts is a question. During the past month, steamship companies have been considerably perturbed over the grain rates which refuse to respond in a manner desired by the companies. Furthermore, the grain movement through Canadian ports gradually has been draining the American ports of their normal business. A joint meeting of all traffic experts was held in New York recently to consider this problem but nothing tangible resulted. The gulf rates were reduced, the new rates to United Kingdom ports being quoted at 21 cents on wheat, corn and rye, and proportionate reductions on other grains. Then it was decided to cut the rates on grain from north Atlantic ports, the shipping board operators quoting 17 cents on wheat and corn to United Kingdom, and proportionate rates to continental points. These rates are declared to be unprofitable but they are forced by the competition of gulf and Canadian ports.

Time for Action

WILBUR J. PAGE, trade commissioner of the bureau of foreign and domestic commerce, when interviewed just after his return from two years spent with the London embassy, said:

"In England the general impression is that sooner or later our merchant marine venture will prove a dismal and final failure, and that Britain and Germany will be called upon to take over and operate our excess ships. These two nations have had generations of experience with steam shipping and are clever at the shipping game, and certainly any passive attitude on our part during the next two or three years is going to have disastrous results."

SETTLING DOWN

Ocean Transportation More Stable —First Bare Boat Charters Are Made—Some Rates Revised Upward

The conference lines have completed the revision of their rates upward to the Levant. Trade in this quarter has sufficiently improved to warrant an increase in the rates of approximately $3 a ton. There has been some case oil business to South Africa, but otherwise business has gone from bad to worse. Many vessels were caught in the River Plate trade and were compelled to accept very low rates on the return trip. In the bulk carriages, the only active business during the past month has been in the grain trade, where rates have been extremely weak and unprofitable.

German Operators Active

Maritime activities have been chiefly confined to the Germans. Low costs of operation are responsible for this, plus a necessity on the part of the Germans to recover some foreign trade. On Sept. 15, the Hamburg-American's first passenger liner since the war, the BAYERN, sailed from Hamburg, and reached New York at the end of the month. The ship carries primarily third class passengers although there are about a dozen cabins on the deck. This line's fomer liner DEUTSCHLAND, reconditioned for freight service, was scheduled to sail for New York on Sept. 29. The Hamburg-American line will put two other passenger vessels in the New York service immediately. These services will be operated under agreement with the United American lines, which will have three passenger steamers of similar type to operate under the American flag opposite the German boats.

Two directors of the North German Lloyd line also arrived at New York last month and immediately announcement was made that this line also plans to put passenger ships in service between New York and Germany. On Nov. 3, this line resumes

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its regular passenger and freight service to South American ports. The steamer SEYDLITZ will be engaged in the service, sailing from Bremen and calling at Corunna and Vigo. The line has also inaugurated a second freight line service from Bremen to South America with the steamer WESTFALEN which has sailed for Rio de Janeiro and Buenos Aires. The HOLSTEIN follows this month.

Offerings Stiffen Rates

Heavy offerings of cargo have given new life to the north Pacific charter market, resulting in firmer freights in some directions. The whole situation appears to have a better tone and both shippers and steamship operators are anticipating an active winter season. Withdrawal of considerable shipping board tonnage has resulted in raising the rates on lumber, wheat and flour. From $12.50, the rate on lumber has advanced to about $14.50 while for large square timbers operators are asking $17.50. On wheat and flour, the rate has risen from $6 to $7 although shippers of entire cargoes can likely get space at slightly more than $6. Space is scarce and all the regular lines are fully booked for three months in advance.

The eastbound business from the Orient continues light and vessels are arriving with only small cargoes. However, the Japanese are taking advantage of this situation by buying sufficient bunkering coal in Japan to steam them to this side and return, thus utilizing spare space and saving considerable money.

The shipping board has fixed a paper rate on lumber at $15 and $17.50 for squares but as the market has not yet reached that level, no shipping board tonnage is in the market at present. The Pacific Steamship Co., from Puget sound, and the Columbia Pacific Shipping Co. from Columbia river, are to retain what shipping board vessels are to ply to the Orient.

Charterers find difficulty in using government tonnage at present because the board requires an estimate of income and expenses before any charter proposition will be considered. In other words the board insists each individual voyage must show some profit before the vessel will be allocated.

For the first time in the history of north Pacific shipping, wheat in bulk is to be shipped in quantity this season. It is estimated that 5,000,000 bushels will be shipped from Puget sound in bulk and probably an equal quantity from the Columbia river. Steamship operators are not prepared to handle grain in bulk and many of the companies will not consider this business. However, the Pacific Steamship Co. has chartered two carriers from the shipping board on a bareboat basis and will handle some of this bulk business. What rate is being paid has not been announced but it is supposed to be around 56 shillings 3 pence to United Kingdom-Continent. The shipping board's grain rate to Europe remains at 65 shillings, which is far above what foreign ships are accepting.

Intercoast Trade Is Growing

During the month, considerable activity has developed in the charter of grain freighters for northern Europe. The rate has declined from 62 shillings 6 pence to around 57 shillings 6 pence although one fixture was reported at as low as 55 shillings. Much of this cargo remains to be moved and the grain exports of this coming season are expected to exceed all past records. In other directions shipping is quiet except on the intercoastal route where the various lines are building up an increasing trade in both directions. Lumber is being hauled to Atlantic ports on a basis of $20 although shippers of cargo lots are able to get space at around $18. To the United Kingdom, the regular lines are booking large quantities of fruits, perishables, canned salmon and parcels of wheat and flour.

Sailing tonnage is a drug on the market and at every Pacific port sailers are lying idle. Offshore rates are unprofitable and under present competitive conditions sail can not compete with steam. With little demand for sail, one recent charter for lumber to Callao was reported done at as low as $16.50.

Lumber is still moving in large volume to Japan and other Oriental points although recently the demand has slackened off to some extent.

Gulf Freight Scarce

The full cargo steamer market continues extremely dull on the gulf due to the scarcity of freights in almost every trade. Only a limited number of grain orders and an occasional sugar freight are on the market with no demand in all other lines. Rates have reached the lowest points quoted since the war and owners of tonnage are reluctant to offer their boats at prevailing rates. The sailing vessel market is without improvement and what little business is being done is confined exclusively to the various coasting trades. No demand whatever has appeared for off-shore commissions. The supply of tonnage continues to far exceed the requirements.

Among the September steamer charters reported were the British steamer NOVIAN, 40,000 quarters, gulf to the Antwerp-Hamburg range, 5 shillings 3 pence prompt. Greek steamer PARALOS, 20,000 quarters, gulf to the United Kingdom or Havre-Hamburg range, 5 shillings 6 pence, option Marseilles or West Italy, 6 shillings 4½ pence, Sept. 25. An example of the rates for lumber was found in the charter of the Portuguese steamer SAO TIAGO, 2347 tons, gulf to the River Plate, 180 shillings, October.

Regular Services Suffer

The poor grain market and the general reluctance of foreign countries to make purchases combined to reduce overseas traffic at nearly all north Atlantic ports during September and the first part of October. Most of the regular services out of Boston suffered a loss in export tonnage during the past month, even though conditions at the middle of September looked encouraging. In addition to the falling off in grain shipments, Boston was affected by embargoes placed by Norway and Sweden against many of New England's manufactured products.

Despite the falling off in exports and reduced sailings on several lines, three new lines have been announced for Boston. C. H. Sprague & Son announce a direct line between Boston and Santos, Brazil. Crowell & Thurlow announce an additional service between Atlantic and Pacific ports to be known as the Intercoastal Sea Carriers' lines. Patterson, Wylde & Co. announce a resumption of service between Boston and Hamburg. Much interest is aroused over the new service between New England and Brazil. Manufacturers and importers have united in an effort to bring coffee and other Brazilian commodities direct to Boston for distribution throughout the country. Sailings between Bos-

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Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated
Quotations Corrected to Oct. 5, 1921, on Future Loadings

New York to	Grain	Provisions	Cotton (H.D.)	Flour	General Cargo cu. ft.	General Cargo 100 lbs.	††Finished steel	Coal from Virginia cities
Liverpool	$0.17	$0.75	$0.32½	$0.22	$0.45	$0.85	$7.00T	....
London	0.25	0.75	0.32½	0.22	0.45	0.85	7.00T	....
Christiania	0.25	0.50	0.72½	0.30	0.50	1.00	10.00T	$4.75T
Copenhagen	0.25	0.50	0.72½	0.30	0.50	1.00	10.00T	4.75T
Hamburg	0.18	0.55	0.20	0.23	0.45	0.82½	9.00T	4.25T
Bremen	0.18	0.55	0.20	0.23	0.45	0.82½	9.00T	4.25T
Rotterdam	0.16½	0.50	0.35	0.21½	0.40	0.75	8.00T	3.75T
Antwerp	0.16½	0.50	0.35	0.21½	0.40	0.75	8.00T	3.75T
Havre	0.16½	0.50	0.35	0.21½	0.40	0.75	8.00T	4.25T
Bordeaux	0.16½	0.50	0.35	0.21½	0.40	0.75	8.00T	4.25T
Barcelona	0.23	20.00T	0.82½	0.65	—20.00T		12.00T	4.25T
Lisbon	0.25	20.00T	0.82½	0.65	—20.00T		12.00T	4.50T
Marseilles	0.22½	0.75	1.25	0.40	—20.00T		10.00T	4.25T
Genoa	0.22½	0.75	0.75	0.50	0.50	1.00	9.00T	4.25T
Naples	0.22½	0.75	0.75	0.50	0.50	1.00	9.00T	4.25T
Constantinople	0.26	15.00T	0.75	0.31	—22.00T	—	15.00T	5.50T
Alexandria	0.26	15.00T	....	0.31	—22.00T	—	15.00T	5.50T
Algiers	....	0.85	....	0.40	—22.00T	—	12.00T	4.25T
Dakar	....	23.00T	....	23.00T	—23.00T		20.00T	....
Capetown	open	23.00T	....	20.00T	—23.00T	—	15.00T	....
Buenos Aires	....	....	....	....	—20.00T	—†	12.00T†	3.75T
Rio de Janeiro	....	....	....	....	—22.50T	—†	16.50T	3.75T
Pernambuco	....	....	....	....	—23.50T	—†	17.50T†	3.75T
Havana	0.44½*	0.50*	....	0.44½*	0.47*	0.94*	0.44½*	1.75T
Vera Cruz	....	0.70	....	0.50	0.45	0.90	0.35	2.00T
Valparaiso	....	1.25	1.16	1.00	0.70	1.25	14.00T	4.25T
San Francisco	....	0.75	....	0.85	....	....	0.75	....
Sydney	....	....	....	....	20.00 to 25.00		11.50	....
Calcutta	....	21.00T	....	....	—21.00T	—	18.00T	....

T—ton. †Landed. ††Heavy products limited in strength. *Extra charge for wharfage.

From North Pacific Ports to	Lumber Per M. ft.
San Francisco	$8.00 to 7.50
South California	8.00 to 8.50
Hawaiian Islands	12.00 to 15.00
New Zealand	15.00 to 18.00
Sydney	18.00 to 20.00
Melbourne-Adelaide	18.00 to 20.00
Oriental ports	13.00 to 17.50
Peru-Chile	17.00 to 18.00
South Africa	30.00 to 32.50
Cuba	20.00
United Kingdom	150s
United Kingdom (ties)	125s
New York	17.00 to 20.00
New York (ties)	18.00
Buenos Aires	17.00

Flour and wheat	
Oriental ports	$7.00T
U. K. (private tonnage)	55s to 57s6dT
U. K. (shipping board)	65sT
Scandinavia	60s to 65sT
Mediterranean	63s to 65sT
Steel	
Oriental ports	$5.00T
Cotton	
Oriental ports	$7.00T

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	20	0
Coal, South Wales to Near East	13	0
Coal, Newcastle to France	6	6
Coal, South Wales to Buenos Aires	17	6
Iron ore, Bilboa to Middlesbrough	7	0
General British market, six months time charters, per ton per month	6	0

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil 16 baume per barrel	Diesel oil gravity 25-30 per gallon
Jan. 8	$7.00	$2.94	10 cents
Apr. 6	6.40 @ 6.75	1.95	6.5 cents
July 8	5.75 @ 6.25	1.45	4.25 @ 5.25 cents
Sept. 7	5.85 @ 6.20	1.45	4.25 @ 5.25 cents
Oct. 4	5.85 @ 6.15	1.45	4.25 @ 5.25 cents

At Philadelphia

	Coal per ton	Fuel oil 16 baume per barrel	Diesel oil gravity 25-30 per gallon
Jan. 10	$9.45	$2.08	.....
Apr. 7	5.75 @ 6.00	1.98	5.7 cents
July 7	4.90 @ 5.45	1.47½	4.5 cents
Sept. 6	5.65 @ 6.05	1.47¼	4.25 cents
Oct. 6*	6.10 @ 6.25	1.80	4.00 @ 4.25

*Trimmed in.

Other Ports

Boston coal, per ton	$9.00
Boston, oil, per gallon	1.25
Cardiff, coal, per ton	27s
London, coal, per ton	37s
Antwerp, coal, per ton	40s

ton and Great Britain have continued at about the normal rate, although in some cases vessels have had to put in at Montreal to complete cargoes. Boston interests have maintained regular sailings from Montreal but trading as a whole at that port has fallen off since the high point in July.

The stevedore agreements at Portland, Me., and Boston terminated Oct. 1, and since then difficulty has been experienced on some of the vessels loading. A strike was reported at Portland, but was soon broken.

Effective Oct. 10, railroad freight rates on grain were reduced approximately 12½ per cent throughout the eastern trunk line and New England territory, and at the same time new grain rates from north Atlantic ports were announced. Under the new schedule, wheat and corn take a rate of 17 cents to the United Kingdom, 16½ cents to Antwerp and 16 cents to Hamburg. The depression of September and early October is looked upon as purely temporary and the outlook for the fall seems unusually bright for both Portland and Boston.

Thousands of head of cattle are to be routed to Great Britain through Boston during the coming months, owing to the present congested condition at Montreal while later that port will be closed by ice. Cattle shippers have asked Boston interests for steamer space to accommodate 1000 head of cattle a week for the next three months. The lower grain freight rates and a gradual improving European demand point to a large movement of grain through Boston.

Fuel Exports Grow as Grain Sags

From Our European Manager

London, Oct. 11.—(By Cable)—Coal exports are heavier, the movement having revived sufficiently to affect favorably shipping conditions. September coal exports were 3,400,000 tons, or more than double the total for the corresponding month of last year.

The gain in coal is needed to keep ships employed as demand for tonnage to move other commodities is slack. Coal rates to the River Plate are higher, having moved from 14 shillings last month to 17 shillings 6 pence today. Grain rates have sagged to a low level, the Australian figure now being 63 shillings. Business with the Near East has slowed down. British conference lines are maintaining a firm position on the Egyptian cotton controversy with the shipping board.

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Editorial

"Lone Hand" Policy Is Gone

NATIONS like prima donnas are inclined to be temperamental. Citizens of this country show a curious psychology about things American. News that our countrymen have won every important athletic championship contested this year is accepted as a matter of course. We just naturally expect America to come out first. But when shipping subjects are considered, the mental slant is reversed. Several generations of inattention and carelessness have bred an unthinking belief that Americans cannot succeed on the seas. England, Germany, Japan, Norway, almost every important nation, has some magic faculty which we lack.

* * *

LIKE most other false premises, the mere statement carries its own refutation. During half of the country's existence, our maritime ability held the nation at or near the top. During the other half, our industrial and agricultural abilities have placed us at the peak in those lines—but at the sacrifice of our sea power. And now that both industry and agriculture have discovered their need of foreign markets, when industrial plants are finding for the first time that the domestic market cannot keep up with constantly expanding productive capacity, a union of our industrial and marine abilities is inevitable.

* * *

THE day of the lone hand is over. Marine strength came to America because our coastline settlements were the national bulwarks and a seafaring industry was essential to their successful growth. Opening up the resources of the Middle and Far West changed the country to an industrial organization. Feeding on our own fat made us careless of foreign trade. As long as progress and success followed such an insular course, opposition to this policy was condemned to failure. But now that future growth on the scale to which we have grown accustomed, demands new markets and these new markets are beyond our borders, any policy of opposing a merchant marine is just as surely condemned.

* * *

AMERICANS have proved their ability on the seas. They have proved their strength in industry and agriculture. Is it sensible to conclude that they cannot unite the two branches of business with equal success? Surrender to any other belief is unsound in precedent or fact.

But when that is realized, the battle is merely begun. Blocking the road to success are the barriers raised up in three quarters of a century of carelessness. Our starved merchant marine cannot jump to full vigor over night.

The main obstacle is the LaFollette act and in its wake the whole train of misguided and misplaced navigation laws. A second hurdle is the question of railroad rates which must be brought to a level where American products can reach seaboard with a tax equal to that levied on foreign goods in transit to foreign ships in foreign ports.

* * *

ADMISSION of defeat before we start is no worse than avoiding the road to success after economic pressure forces us to make the start. It's time to clean up the mistakes of the past and the real job is to throw overboard the LaFollette act and its companions which have been murdering our shipping.

All Ready for the Dead March

AMERICA'S merchant marine has been all but talked to death. For years almost without number, it has been drowned in words. Honor should be the portion of those who talked sensibly and, throughout a dreary succession of disappointments, kept alive a feeble interest in shipping so that resuscitation and not re-creation is the job of those who today are attempting to make the marine a reality. And more dishonor for those who talked nonsense, either to advance the selfish interest of other nations while giving lip service to the United States, or, like the glib politicians, were willing to sink the ship of commerce as a means of gaining command of the ship of state.

* * *

WHEN you listen to any sensible discussion of the merchant marine problem, the subject may include a number of remedies and correctives but will finally pin upon the LaFollette act as the primary barrier to certain success. This law, put through congress by questionable methods and held on the statute books by the politician's fear of labor's supposed devotion to the law, would have killed American shipping but for the war emergency and is now revealing its death dealing powers.

* * *

IF YOU have the good of American shipping at heart, your major work is to promote the prompt repeal of this law. It was jammed through the senate at a time when a number of its opponents were absent and in violation of an understanding that final voting would not be taken

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during their absence. It was written by and for an organization in whose membership American sailors were pitiably few. Its proponents declared the purpose was to use American shipping as a lever to uplift world shipping at a time when our foreign going ships could be counted upon the fingers of your hands—a mission which even Don Quixote would have declined with an amused smile. By rattling the dead skeletons of a preceding century—the hard fisted skipper, the imprisoning irons for little or no cause and the scurvy afflicted crews—the law was cloaked with a benign mask of uplift and reform. To rescue world shipping, through the medium of our handful of foreign going ships, our legislators fastened this law on all our ships, coastwise and lake.

* * *

THE execution warrant had been signed and American shipping was on its way to the guillotine when the war broke all economic laws. The Pacific ocean was swept bare of our flag but before the blighting effect of the law was more fully revealed, war losses, advancing rates and then the lavish expenditures from the public treasury to give us a three and one-half billion dollar fleet, put the LaFollette act in a back seat along with the senator whose name it bears.

But the war is over and the law is now exerting its nihilistic influence. On the Great Lakes it has driven from business a number of shipping firms and curtailed the services of others. The D. & C. line had to give up its service to Mackinac established half a century ago. Lake Michigan lines have either expired or been forced into receiver's hands. The prosperous routes through the Lake Erie islands had to be surrendered and the ships tied up all summer. The world's largest side wheeler, the SEEANDBEE, is denied a chance to return her cost by having her full passenger carrying capacity available for only about three months in midsummer. Pictures of storm swept waves beating to death shipwrecked passengers and sailors as they clung to ice festooned wreckage, were drawn to dazzle the vision of our inland legislators. Yet unsentimental but practical insurance men write insurance at regular rates on lake freighters for two and one-half months after this great passenger steamer is forced by law to reduce her earning capacity by 75 per cent—or in other words to go into retirement.

* * *

TOO much of the singsong about the merchant marine has been chanted to the wrong melody. Instead of tickling patriotism with the national anthem, the merchant marine choristers should sound the dead march from Saul.

America cannot have her shipping as long as the LaFollette act stands in the way. You can count on the flag disappearing from the ocean. Remove our coastwise laws and what would happen to coastwise and lake shipping? Lake freighters can operate now by passing along the increased cost from the LaFollette act to consumers but if Canadian shipping could enter our lake trade, the American flag freighter would disappear. And what would happen on the lakes would take place just as surely but more quickly on the ocean where we have dozens of competitors instead of one.

Good-bye American shipping or good-bye LaFollette act. There is no intermediate course. Paraphrasing the Great Emancipator, American shipping cannot exist half slave and half free.

Rail Rates Stop Exports

RAILROAD problems are inseparably tied up with shipping. Freight rates and their relation to American business have become the dominating problem to American industry. The level where rates are balanced to give railroads their livelihood and also permit the industries they serve to remain in business must be found. The present scale is above that level.

When discussing freights, it is easy to understand why Pittsburgh steel is now higher in Denver or southern lumber higher in New York. But it is equally true that export goods pay the same high rates and their delivered cost in Europe, Japan, Italy or any foreign point shows the effects of this increase. And the competitive ability of American business abroad is curtailed in the same way that the domestic market is limited.

Rail rates have driven away much of the freight that formerly went overland between the Pacific coast and the eastern states. That helps intercoastal steamship lines but carries its warning of how overseas trade is being driven away.

Are You Satisfied with the Test?

ACCORDING to Charles Piez, former director general of the Emergency Fleet corporation and an authority whose judgment on national marine problems receives merited attention, "the expense of maintaining the wooden ships requires that they be sold at once". He admits that they are worth very little—probably more than they can be sold for—but any method of getting them off the government's expense account is better than keeping them there.

Does not the same logic hold good for the rest of the fleet? Millions poured out in the past thirty months has not given the country the merchant marine it wants and never will as a government enterprise.

Certainly the experiment has been tested long enough to satisfy anyone of its absurdity.

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Baltimore Dry Docks Sold to Bethlehem

The Baltimore Dry Dock & Ship Building Corp., Baltimore, has been purchased by the Bethlehem Shipbuilding Corp. which already has a plant at Sparrows Point, Md., near Baltimore. The purchase price was not announced but the value of the new addition to the Bethlehem interests has been put at about $6,000,000. The Baltimore company is capitalized at $1,100,000, of which $587,300 in common stock and $487,200 in preferred, all of which is outstanding.

"The properties will be continued in operation, principally upon ship repair work," said Eugene G. Grace, president of the Bethlehem Shipbuilding Corp., in announcing the purchase of the Baltimore company. "These additional facilities located in the main harbor of Baltimore, supplementing the Sparrows Point plant, give the Bethlehem corporation a complete equipment of drydocks and marine railroads to accomplish all kinds of ship repair work in Baltimore."

His announcement followed a meeting between Mr. Grace and Clement C. Smith, president of the Baltimore Dry Docks & Ship Building Corp., and Holden A. Evans, who resigned as president of the company last July.

The Baltimore company was organized in 1915 as successor to the Skinner Shipbuilding & Dry Dock Co. Its property consists of three large ship repair and shipbuilding plants occupying a total of 48 acres. Nearly two years ago the Baltimore company bought the Gloucester, N. J., plant of the Pusey & Jones Co., Wilmington, Del.

Leviathan Biggest Yard Job in Sight

APPROXIMATELY 500,000 tons of shipping are building in American yards. For private account probably not 400,000 tons are building, while the remainder represents the work under way for the shipping board. During September, the last of the shipping board ships were launched. The combination passenger and freight ship, NUTMEG STATE, was launched at the Sparrows Point, Md., yard of the Bethlehem Shipbuilding Corp., and the freighter WEST CHOPEKA was launched by the Los Angeles Shipbuilding & Dry Dock Co., Los Angeles. Some 20 ships are yet to be delivered by the yards before the building program of the shipping board will be completed. The last tanker for the shipping board, the LIO, was delivered in August by the Baltimore Dry Dock & Ship Building Co., Baltimore.

This, it is felt, marks the lowest ebb of shipbuilding despite the fact that the immediate outlook includes only a number of small miscellaneous vessels for which plans are now being drawn. While a fair amount of tonnage is at present under construction for private account, much of it is nearing completion and although a demand is expected for medium sized vessels for coastwise trade, orders are not anticipated for ocean-going cargo carriers while so many ships of that class are idle. On the other hand, the slack demand for ships is not due to the overtonnaged condition of the world, but more especially due to the lack of world demand for commodities and the consequent subnormal demand for transportation mediums.

Fleet Halts Orders

While the tonnage of the world is today approximately 12,750,000 tons in excess of the world fleet in 1914, at least 5,700,000 tons are more than 25 years old and consequently obsolete. Also this surplus figure includes some 3,000,000 tons of tankers which are new and which can hardly be counted as normal ocean carriers. Therefore, it is reckoned that the world fleets today show a normal increase over the prewar fleet of something like 4,000,000 tons. If world trade were normal, this would be hardly any excess at all, but more likely there would be a shortage of tonnage.

Cut Cost of Repairs

But shipbuilding in the United States cannot be expected to increase appreciably until some final disposition is made of the state-owned fleet. The shipping board has failed in its pledge to dispose of the wooden ships within the time limit promised by Chairman Lasker. Some 19 of these vessels have been sold. Delays have been encountered in the sale of many of the ex-enemy vessels and no decision has as yet been made as to the wholesale disposal of the steel ships. Notwithstanding, the shipping board has decided to withdraw from operation practically three-fourths of its ships and tie them up. So long as it is possible for steamship companies to pick these idle ships off one by one by purchase as their needs dictate, American shipbuilders can expect few new contracts to fall into their hands.

A contract for the construction of a new combination tug, tender and dispatch boat for the colonial government of the Bahama islands is reported to have been placed with the Vineyard Shipbuilding Co., Milford, Del. The boat is to be 120 feet over all in length. It is reported that the New York Central railroad is planning to build several grain barges and car floats for service in New York harbor. The Newburgh Shipyards, Inc., Newburgh, N. Y., with a price of $10,257, is reported to be low bidder for supplying 15 bell buoys for the department of commerce lighthouse service. The Standard Shipbuilding Corp., Shooters Island, N. Y., has been awarded the contract for cutting down two carfloats of George B. Stearin, Inc., New York, making them into four scows.

Repair work on the LEVIATHAN is the most important undertaking now before the shipbuilding industry. Chairman Lasker has appointed a committee of experts to make a survey and draft the reconditioning plans. This committee is under the direction of William F. Gibbs, chief constructor of the International Mercantile Marine Co. To assist him are four subcommittees in charge of (1) oil fuel installation, (2) joiner work, (3) plumbing and heating, and (4) electrical work. When the reconditioning of the LEVIATHAN was first planned, the estimated cost was tremendous. At one time it was figured the reconditioning would cost at least $8,000,000. The committee now working on the plans is expected to bring the repair cost down to approximately $4,000,000.

It is understood that if this figure can be reached the shipping board will authorize the contract to be let immediately so that the repairing may be begun at once and the ship early placed in service.

Other Work Planned

Repairs on the SAN JACINTO, recently chartered by the Ward line from the Clyde line, will cost more than $1,000,000. The contract was awarded to the Tietjen & Lang yard of the Todd Shipyards Corp., New York. The reconditioning work includes the installation of four new Scotch boilers, new reciprocating engines, renewal of the present staterooms and increase of the present stateroom capacity, the installation of oil fuel tanks, and the possibility of one additional deck.

The army transport MADAWASKA has been transferred to the yard of the Standard Shipbuilding Corp., Shooters Island, N. Y., it is said, pending the final award of the contract to recondition the ship to that company. The work contemplated includes the installation of three double-ended and one single-ended Scotch boilers, new tank tops and considerable refrigeration space.

The Hampton Roads Ship Repair Corp., Norfolk, Va., is said to have been incor-

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porated recently with a capital of $50,000 to operate a local shipbuilding and repair plant. William H. Johnson is president and E. C. Davison, Richmond, Va., secretary. The H. W. Sweet Shipyard & Machine Works, Inc., Greenport, N. Y., was recently incorporated with a capital of $75,000 by H. W. Sweet, F. B. Corey and C. W. Thorn. The company will operate a shipbuilding plant and general machine construction and repair works.

Builds Fire Boat Pumps

Construction and repair of fire boats for New York and Philadelphia is furnishing employment for several eastern yards and supply manufacturers. The M. T. Davidson Co., 150 Nassau street, New York, has furnished a vertical beam twin cylinder air pump, 9 x 12 x 18 x 18 inches and two vertical duplex boiler feed pumps, 6 x 9 x 10 inches, for the New York fire boat, JOHN PURROY MITCHEL. For the Philadelphia fire boat RUDOLPH BLANKENBURG, the company has furnished a vertical twin beam air pump, 14 x 15 x 24 x 24 inches, two vertical simplex boiler feed pumps 6 x 10 x 12 inches, one horizontal simplex fire and bilge pump, 10 x 10 x 12 inches, and one horizontal simplex sanitary pump, 5½ x 8 inches. Similar equipment is being supplied for the second Philadelphia fire boat being built by the Merchant Shipbuilding Corp.

Shipbuilding 30 Per Cent Below Peak

RETURNS to Lloyd's *Register of Shipping* for the quarter ended Sept. 30, give the world total of shipping under construction as 5,542,000 gross tons, of which 3,283,000 tons represents the British portion, 434,000 tons the American, and 1,825,000 tons that of other countries.

The British percentage is almost 60; the American less than 8. The British figures, while representing contracts placed for construction, do not accurately represent construction on which work is actually proceeding. Those figures include more than 1,100,000 tons on which building has been suspended or postponed. Suspensions amount to 731,000 tons and postponements to 457,000 tons, a total of 1,188,000 tons, so that the active British shipbuilding program is now 2,095,000 tons.

Further declines in the amount of work on hand may be looked for as indicated by the marked discrepancy between the tonnage being turned out and the new construction begun. In Great Britain, for instance, during the past three months, while 306,000 tons of shipping were launched, work was commenced on only 50,000 tons. This is in sharp contrast with the beginning of this year, which showed new construction amounting to 503,000 tons, in comparison with launchings of 576,000 tons.

Returns of vessels actually building throughout the world under the supervision of Lloyd's *Register* and intended to be classed with that society show an aggregate of 3,785,550 tons, of which 2,673,762 tons are being built in the United Kingdom, and 1,111,788 tons in the other countries. More than 81 per cent of the seagoing tonnage now building in Great Britain, therefore, is being classed by Lloyd's, and more than 68 per cent of the total for the world.

How sharp the shrinkage in shipbuilding has been since the beginning of this year is indicated by the decline of nearly 900,000 gross tons in the United States alone, compared with about 425,000 tons for the United Kingdom, and about 325,000 tons for other countries as the following table shows:

	Gross tons	
	Jan. 1, 1921	Oct. 1, 1921
United Kingdom	3,708,000	3,283,000
United States	1,310,000	434,000
Other countries	2,161,000	1,825,000
World total	7,179,000	5,542,000

Even the construction of tankers, which on July 1 showed a decrease of only 18,000 tons from the total at the beginning of the year, has now fallen off markedly, the Oct. 1 figures being 220,000 tons less than those for July 1. The reduction has been greatest in this country, as the accompanying tonnage table shows:

	Gross tons	
	July 1, 1921	Oct. 1, 1921
United States	388,868	222,292
United Kingdom	585,980	527,791
Other countries	176,730	181,730
World total	1,151,578	931,813

While the United States still stands second in the ranking of ship-producing countries, American shipyards now have less than 50,000 tons more than the total reported for Italy. No returns are yet available for Germany.

Several shifts have taken place in the rating of the smaller shipbuilding nations during the last quarter. Holland, which followed the United Kingdom and the United States in order at the beginning of July is now exceeded by Italy and France, Italy's total having increased 87,000 tons during the past quarter, while the total for all other countries fell back. The status of the minor shipbuilding nations, as compared with three months ago, is shown in the following table:

	Gross tons	
	Oct. 1, 1921	July 1, 1921
Italy	397,544	310,333
France	350,681	390,453
Holland	349,122	391,389
Japan	186,782	229,262
British Dominions	144,460	177,912

Compared with the 4,186,000 tons under construction in American shipyards at the first quarter of 1919, which was the world record, today's production in this country is only a little more than a tenth of that total, representing a decline of 3,752,000 tons.

The 5,543,000 tons representing the total shipping building throughout the world today, Lloyd's *Register* states, is a decline of about 2,500,000 tons from the peak of 8,048,000 tons, attained in September, 1919, or a decrease of more than 30 per cent.

Finish Big Repair Job

Completing an unusually large repair and alteration job in less than contract time, Todd Dry Docks, Inc., Seattle, delivered the oriental liner WENATCHEE to the shipping board early in October. The steamer sailed from the Far East on her second voyage under the Admiral line flag on Oct. 15. The WENATCHEE had extensive work done to make her fit for transpacific route, Todd Dry Docks, Inc. having underbid all other north Pacific yards for this work. The same company at present is converting the Puget sound steamer WHATCOM into a ferry. During the coming year, the WHATCOM will be used between Seattle and the Puget sound navy yards.

Built in Seattle by the Price Construction Co., a 2000-ton wooden drydock was towed to Portland, Oreg., where it will form a unit of the recently organized Columbia Drydock Engineering & Construction Co.

Once a palatial yacht on which Robert Louis Stevenson made one of his famous voyages in the south Pacific, and more recently a steam tug, the tug EQUATOR is now to be converted into a diesel powered towboat. The EQUATOR is owned by Cary-Davis Tug & Barge Co., Seattle. The change from steam to diesel power is being made as a matter of economy it being believed that the EQUATOR will be better equipped for local waters. The craft was built at Benecia, Cal., in 1888. She is 81 feet in length.

Next to the last ship but one building for the Canadian government merchant marine, the 8800-ton freighter CANADIAN TRANSPORTER has been launched at the Coughlan yards, Vancouver, B. C. The TRANSPORTER was practically complete when she took the water. A sister vessel is on the way at the Coughlan yards.

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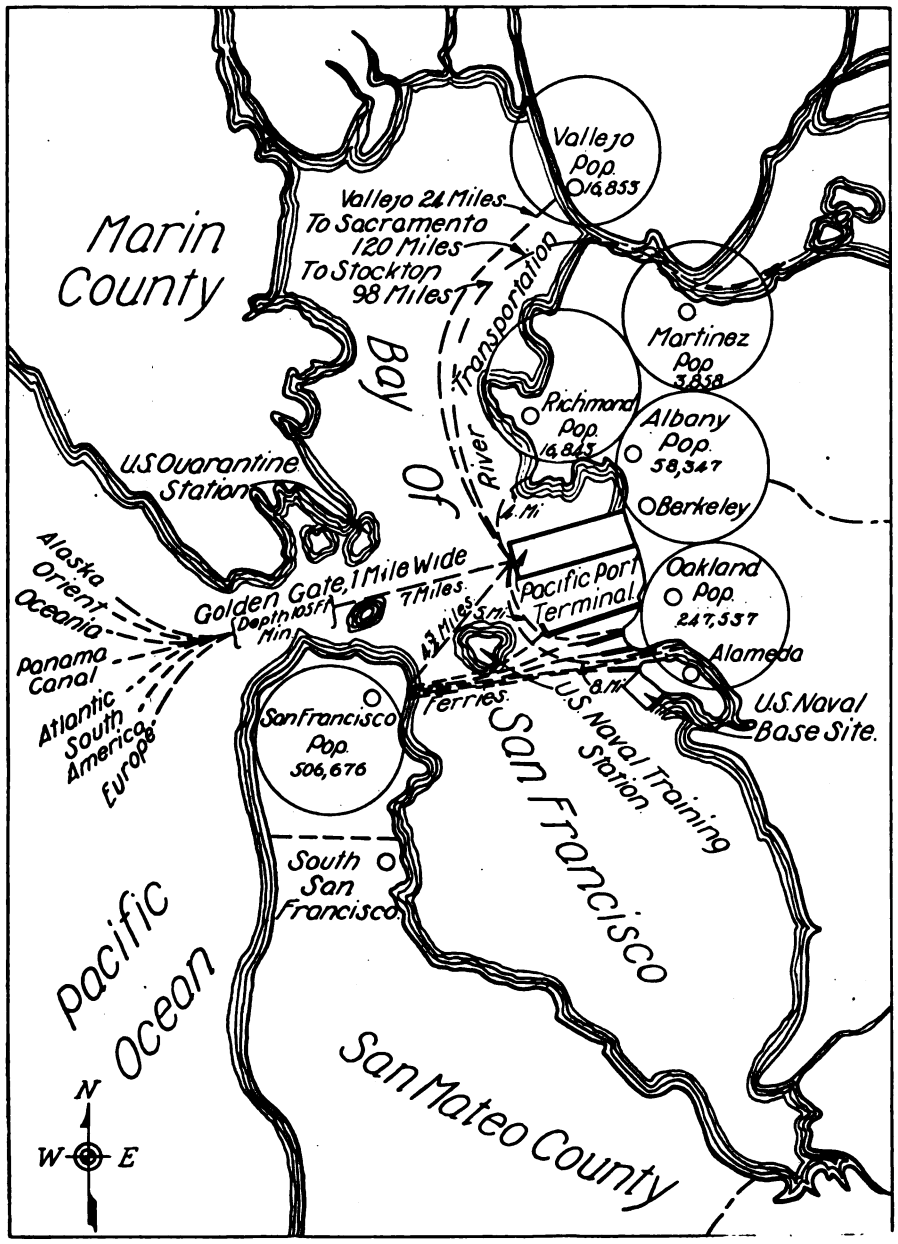

MAP SHOWING LOCATION OF PROPOSED FREE PORT IN SAN FRANCISCO BAY WHICH WILL SUPPLEMENT THE PROJECTED BERKELEY TERMINAL

Plan Pacific Free Port

Passage of the Jones bill by the national congress will be followed as rapidly as possible by the establishment of one of the free ports, which that bill authorizes, on the mainland shore of San Francisco bay. This is announced by Rufus P. Jennings, representative of the private capital which has combined with the city of Berkeley for the construction of the Pacific Port terminal. All the available deep-water frontage in San Francisco is now occupied by wharves and terminals, so that the free port, or "foreign industrial zone," will have to be located on the mainland side of the bay. The idea, which is supported by all the cities around the bay, is to provide a zone wherein the raw products of the Pan-Pacific countries can be brought in without duty, manufactured in American factories, and sent out again for sale in other countries, without adding the expense of customs duties to the costs of manufacture.

The cities around the bay are convinced of the utility of the free port from the fact that last year 75 per cent of the raw products imported into the United States came through the ports of the Pacific, while more than half of this 75 per cent came through the port of San Francisco alone. To handle some of these raw materials, manufacture them and ship them out to the markets of the world without the imposition of duty on them, is, of course, the object of the free port, but back of this, the cities around the bay believe such a zone would attract tremendous manufacturing activity to Berkeley, Emeryville, Oakland, Alameda and San Francisco.

Personals

ARTHUR T. HOWARD, formerly with the Clinchfield Navigation Co., has succeeded B. L. Stafford Sr. resigned, in the National Merchant Marine Corp., 11 Broadway, New York. Mr. Stafford later will announce his new connections.

* * *

GEORGE BANBURY has been appointed employment agent for the Admiral line, Seattle, succeeding E. J. Griffith, resigned. Mr Banbury's headquarters are in Seattle.

* * *

GALE H. CARTER of W. R. Grace & Co., has been elected a director of the Pacific Mail Steamship Co. succeeding Lawrence Shearman, resigned.

* * *

J M. COONAN has been apointed dairy agent for the Great Lakes Transit Corp., Duluth, with his headquarters at 1120 Metropolitan Life building, Minneapolis.

* * *

W. W. TINGLE as general agent and J. H. PEPPER as soliciting agent have been appointed for the freight traffic department at Baltimore for the Clyde Steamship Co. and the Mallory Steamship Co., New York. Their headquarters will be in the Carroll building, Baltimore and Light streets, Baltimore.

* * *

JOSEPH K. INNESS has been made a member of the firm of Duncan & Mount, 27 William street, New York, admiralty lawyers. Other members of the firm include Oscar D. Duncan, Russell T. Mount, John A. McManus, Warner C. Pyne and Stephen C. Fordham.

* * *

J. H. REURS of the Holland American line, Boston, has been appointed acting council for the Netherlands, and GEORGE H. BARREL, Boston, has been appointed consular agent for Switzerland.

* * *

T. F. KEATING, formerly of the Washington office, has been added to the staff of the Boston office of the bureau of foreign and domestic commerce.

* * *

MORTIMER ELWYN COOLEY, dean of the college of engineering and architecture, University of Michigan, has been elected president of the American Engineering council of the Federated American Engineering societies, succeeding Herbert Hoover. A graduate of the United States naval academy, for six years he served in the navy, three of which were as assigned professor of steam engineering and iron shipbuilding at the University of Michigan. He also served in the navy in Cuban waters during the Spanish-American war and for a brief period afterward at the League Island navy yard.

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Marine Business Statistics Condensed

Danish Canal Shipments Best During War

Danish shipping through the Panama canal, like Norwegian, was heaviest during the latter years of the war according to the *Panama Canal Record.*

During the fiscal year ended June 30, 1918, Danish vessels making the transit numbered 100. In the following year there were 79, and in the year after only 9. The fiscal year 1921 showed a total of 60 transits. These fluctuations are shown in greater detail in the table below:

Fiscal year	Atlantic to Pacific	Pacific to Atlantic	Total
1915	10	13	23
1916	10	8	18
1917	26	17	43
1918	44	56	100
1919	37	42	79
1920	4	5	9
1921	28	32	60
Totals	159	173	332

The majority of the 60 Danish vessels passing the canal during the past year were either in the trade between Europe and the Pacific coast of North America or in the trade between the Atlantic coast of the United States and the west coast of South America. However, there were a few ships in other trades. An exact analysis shows the following:

DANISH SHIPPING USING THE PANAMA CANAL DURING THE FISCAL YEAR, 1921 SEGREGATION BY TRADE ROUTES

	Vessels	Cargo tons
East coast United States to west coast South America	14	73,902
West coast South America to east coast United States	7	41,563
Europe to west coast South America	4	14,481
West coast South America to Europe	9	46,275
Europe to west coast North America	*8	14,481
West coast North America to Europe	9	73,392
East coast United States to Balboa	1	5,532
Far East to Europe	4	35,493
Australasia to Europe	2	15,895
West coast South America to West Indies	1	945
East coast United States to west coast United States	*1	....
Totals	60	322,059

*Total includes one vessel in ballast.

The 14 vessels southbound from the United States to the west coast of South America and the one vessel from the United States to Balboa all carried coal from Chesapeake bay, and the seven vessels northbound from south America to the United States carried nitrate cargoes. Five of the nine vessels northbound from South America to Europe also carried nitrate cargoes. Two vessels from the Pacific coast of North America carried wheat. There was one cargo of wheat and beans from the Far East, and one of wheat and copra from Australasia. All other cargoes were reported as general.

The following Danish owners were represented: East Asiatic Co., with 24 transits; Orient Steamship Co., 11; United Steamship Co., 10; A. P. Moller, 6; C. K. Hansen, 4; Atlanterhavet Steamship Co., 3; Th. Just, 1; South Holland Shipping Co., 1.

Hampton Roads Traffic Shows Gain

Despite the fact that foreign commerce figures for the fiscal year ended June 30 for the other principal Atlantic ports showed decreases as compared with the previous year, the foreign trade through Hampton Roads for this period showed an increase of approximately 42 per cent.

New York, Philadelphia and Baltimore showed decreases of 28 per cent, 21 per cent and 6 per cent respectively. The Hampton Roads figures include the trade through Norfolk, Newport News and Portsmouth. In dollars and cents the increase for the district was $99,371,277.

Imports showed a decrease of about 9 per cent. The imports for the port of Hampton Roads for the fiscal year totaled $8,303,295 while during the same period Petersburg, imported $279,931 worth of foreign products and Richmond imported $2,061,265. There were no exports from Richmond or Petersburg, the Hampton Roads exports aggregating $325,023,090.

On the volume of foreign trade, the increase will naturally be much larger as decreasing prices made necessary a much heavier tonnage to bring about the increase of 42 per cent in value.

One of the factors in the increase through Hampton Roads is the rapidly growing tonnage to German ports. The total of such tonnage for the fiscal year just ended is six times as great as for the preceding 12 months.

Of the Hampton Roads totals, by far the larger percentage is credited to Norfolk, that port having exported tonnage valued at $239,280,479 during the fiscal year with imports valued at $7,134,877. The exports from Newport News amounted to $85,742,611 while the imports for that port aggregated $1,168,418.

Fewer Chilean Ships Use Panama Canal

Chilean vessels made only 63 transits through the Panama canal during the fiscal year 1921, as compared with 79 in 1920 and 93 in 1919. A similar decline was noted in the case of Peruvain shipping, says the *Canal Record.* In both cases the commercial depression of the past year is the obvious cause, aggravated, as concerns Chile, by stagnation in the nitrate trade upon which the country is peculiarly dependent. The detailed record of the past seven years is shown in the table below:

Fiscal year	Atlantic to Pacific	Pacific to Atlantic	Total
1915	16	19	35
1916	16	17	33
1917	50	49	99
1918	50	46	96
1919	48	45	93
1920	38	41	79
1921	40	23	63
Totals	258	240	498

Of the 40 vessels southbound last year 25 were owned by the Compania Sudamericana de Vapores (Chilean line), four were naval vessels, four were colliers and supply ships operated by the Chilean government, two were Grace line tugs, and the remaining five belonged to various owners. Of the 23 northbound vessels the Chilean line owned 22 and the Chilean government one.

Of the southbound vessels carrying cargo 22 were from Cristobal to Chile with 13,000 tons, one from the United Kingdom to Chile with 650 tons, eight from the United States to Chile with 29,517 tons and one from Barbados to Chile with 2,500 tons. Of the northbound vessels carrying cargo, 20 were from Chile to Cristobal with 9,735 tons, and two from Chile to the United States with 6,335 tons. The total southbound cargo was 45,667 tons, and the total northbound cargo 16,070 tons.

The Chilean line vessels carry passengers as well as cargo.

An interesting feature, and one deemed of sufficient importance to be mentioned in the annual message of the president of Chile, was an initial shipment of fresh fruit in cold storage from Valparaiso to New York. As the Chilean summer corresponds with the winter of the northern hemisphere, hopes are entertained that Chile can supply the New York market with fresh fruit at a time when none can be had from other sources of supply.

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Almanzora	Sept. 8	Grounded	Cape Espiched	Not stated
Apache	Sept. 7	Disabled	Cape Hatteras	Crankshaft broke
Australien	Sept. 24	Grounded	Harbor of Harwick	Not stated
Albertina	Sept. 15	Disabled	West Bank Light	Unknown
Argentina	Sept. 16	Heavy weather	Midocean	Ports smashed
Alarich	Sept. 24	Grounded	Freeport	Not stated
Albania	Sept. 7	Struck barge	Liverpool	Prop. damaged
Abessinia	Sept. 3	Stranded	Farne Islands	Not stated
Admiral Evans	Sept. 18	Collision	Astoria	Slight
Amstelland	Aug. 30	Fouled anchor	Ymuiden	Bottom holed
Alacrita	Sept. 14	Storm	At sea	Wrecked
Ardmore	Oct. 5	Disabled	Key West	Machy. disabled
Amaler	Oct. 6	Collision beached, capsized	Flushing	Heavy
Arizonan	Oct. 4	Grounded	Kellett Bluff	Leak. badly
Beacon Grange	Sept. 8	Ashore	Rio Gallegos	Total wreck
Bethlehem	Sept. 1	Grounded	Little Bras d'Or	Not stated
Bjorstjerne Bjornson	Sept. 17	Fire	Savannah	Considerable
Bellerby	Sept. 13	Grounded	Ile Ronde	Slight
Borgland	Sept. 17	Disabled	Christiania	Crankshaft broke
Blue Peter	Sept. 14	Cargo damaged	Paysandu	Some cargo lost
Billung	Sept. 1	Fire	Cuxhaven	To vessel and cargo
Baleine	Oct. 1	Grounded	Sand Point	Abandoned
Canadian	Sept. 3	Collision	Lake St. Clair	To bow
City of Rockland	Sept. 5	Collision	Maine	Sank
Caronia	Sept. 23	Collision	New York	Not stated
Coelleda	Sept. 21	Disabled	Belfast	Steerer disabled
Chester Valley	Sept. 21	Disabled	Gibraltar	Boil. & condenser trouble
Chifuku Maru	Sept. 21	Disabled	Balboa	Eng. broke down
Chesapeake	Sept. 16	Disabled	Norfolk	Prop. wheel broke
Charlotte Comeau	Sept. 16	Fire	Off Horton Light	Burnt to water edge
Clan MacWilliam	Sept. 21	Fire	Beira States	Coal on fire
Clement Smith	Sept. 20	Disabled	Straights of Florida	Machy. trouble
Cecilia Sudden	Sept. 9	Fire	At sea	Abandoned
Chester Valley	Sept. 9	Disabled	St. Michaels	Boil. trouble
Competitor	Sept. 7	Disabled	At sea	Ventilators damaged
Columbia River	Sept. 26	Wrecked	Near Sunday Isle	Not stated
Cuzco	Sept. 18	In ballast	Cartagena	Boils. damaged
City of Gloucester	Sept. 29	Collision	Gloucester	Considerable
Celtic Star	Sept. 10	Collision	East India	Stem damaged
Calcite	Sept. 23	Disabled	Lorain	Plates damaged
Duluth	Sept. 3	Collision	Lake St. Clair	Not stated
Duca d' Acosta	Sept. 8	Grounded	Buenos Aires	Jettis. cargo
Donald McKay	Sept. 24	Disabled	Balboa	Boil. trouble
Eva Avina	Sept. 5	Collision	Maine	Sank
Egeria	Sept. 11	Disabled	Astoria	Steerer disabled
Egeria	Sept. 13	Grounded	Grays Harbor Bar	Undamaged
Ethelwynn A McFadden	Sept. 11	Squall	Cape Cod	Sail damaged
Elizabeth N	Sept. 11	Dragged anchor	Turks Island	Total wreck
Eugene Schneider	Sept. 2	Collision	Near Plymouth	Badly holed
Edward L Doheny	Sept. 26	Disabled	Jacksonville	Prop. blades damaged
Edith Pardy	Sept. 2	Sprung a leak	W of St. Pierre	Abandoned
Estelle	Sept. 16	Disabled	Norfolk	Crankshaft broke
Edam	Sept. 30	Collision	North sea	Not stated
Eros	Sept. 13	Heavy weather	Bira	Foreyard damaged
Esquimalt	Oct. 4	Grounded	Kellett Bluff	Leak. badly
Ella	Oct. 4	Mainmast iron broke	At sea	Mast carried away
Florence & Lillian	Sept. 19	Disabled	Wallopi Beach Station	Sank
Farlings	Sept. 15	Disabled	Barbados	Total loss
France	Oct. 3	Disabled	Havre	Pipe bursted
Fort Gaines	Oct. 6	Fire	Erie Basin dry docks	To eng. room
Gen. Geo W Goethals	Sept. 22	Fire	Port au Prince	Heavy
Gracie Smith II	Sept. 27	Fire	Provincetown	Total loss
G C Lindauer	Sept. 23	Struck rocks	Point Sur	Rudder damaged
Genogle	Sept. 30	Collision	North Sea	Not stated
Gulf of Mexico	Oct. 5	Disabled	New York	Pumps broke
Hayden	Sept. 7	Disabled	Ponta Delgada	Defective pump
Horby Castle	Sept. 16	Disabled	Cienfuegos	Machy. disabled
Halway	Sept. 16	Grounded	Mouth of Mississippi	Undamaged
Haddon	Sept. 28	Disabled	St. Michaels	Boil. tube leak
Hastings	Sept. 18	Heavy weather	At sea	To deck fittings
Herbert G Wylie	Sept. 19	Struck dock	Jacksonville	Slight
Hayden	Oct. 3	Disabled	At sea	Eng. trouble
Hannia	Oct. 4	Gale	Coast of Sweden	Wrecked
Huron	Sept. 28	Collision	Grand Trunk dock	Considerable
Hamonic	Oct. 4	Grounded	Point Edward	Not stated
Itaska	Sept. 4	Leaked & beached	Cape Breton	Total loss
India	Sept. 14	Blown ashore	Naquardo Bay	Total loss
Izrada	Sept. 29	Disabled	Falmouth	Steerer trouble
Jonancy	Sept. 17	Collision	Montauk Point	Stove in
John Anton	Sept. 23	Collision	New York	Not stated
James M W Hall	Sept. 11	Disabled	Bermuda	Rudder damaged
Jessie G Noyes	Sept. 12	Collision	Highland Light	Rudder damaged
Jefferson County	Sept. 24	Disabled	Constantinople	Windlass damaged
John A Beckerman	Oct. 1	Fire	Crooked Island Passage	Not stated
Key West	Sept. 6	Collision	Duck Island	Not stated
Korrigan III	Sept. 29	Collision	Alcatraz Island	Slight
Kangean	Sept. 15	Disabled	Vigo	Boil. damaged
Karen Rogenaes	Oct. 1	Ashore	Point Ferrole	Slight
Louisville Bridge	Sept. 1	Fire.	Galveston	Considerable
Lake Faribault	Sept. 20	Disabled	Charleston	To stern tube
La Merced	Sept. 16	Grounded	Near San Pedro	Jettis. cargo
Lotus	Sept. 16	Fire	Ventura County	Destroyed
Lady of Gaspe	Sept. 17	Hurricane	At sea	Sails torn
La Savoie	Sept. 14	Cyclone	At sea	Considerable
La Merced	Sept. 29	Collision	Alcatraz Island	Considerable
Lewiston	Sept. 25	Stranded	Little Rapids	Slight
La Cross	Oct. 6	Ashore	Chanak	Not stated
Mercer Victory	Sept. 7	Disabled	Quebec	Dam. turbine
Marold II	Sept. 22	Fire	Marysville	Total loss
Matthew S Greer	Sept. 6	Disabled	Off Newport	Not stated
Malden	Sept. 17	Collision	Montauk Point	Sinking condition
Massick	Sept. 25	Drifting	At sea	Not stated
Mount Carroll	Sept. 16	Hurricane	E. of Grand Banks	Slight
Malden	Sept. 18	Beached	N. of Montauk Light	Jettis. cargo
Minnie	Sept. 16	Disabled	Boston	Crankshaft loose
Majestic	Sept. 15	Lost in hurricane	At sea	Not stated
Matthew S. Greer	Sept. 10	Storm	Bermuda	Disabled
Monte Cristo	Oct. 3	Disabled	St. Michael	Eng. trouble
M. J. Parks	Sept. 17	Disabled	At sea	Abandoned
Matthew Andrews	Sept. 28	Disabled	Star Island	Broke quadrant
Marquette & Bessemer No. 1	Sept. 30	Ashore	Below Ogdensburg	Jettis. cargo
Namara	Sept. 15	Abandoned	At sea	Mast cut away
Newburg	Sept. 17	Disabled	E. of Barbados	Boil. & cond. tubes leak.
Oliver Mowatt	Sept. 6	Collision	Duck Island	Sank
Oswegee	Sept. 16	Hurricane	At sea	Jettis. cargo
Oskaloosa	Sept. 19	Disabled	E. of St. Johns	Not stated
Olympier	Sept. 6	Disabled	At sea	Lost prop. blade
Orion	Sept. 20	Heavy weather	Gijon	To cargo
Oskaloosa	Sept. 24	In distress	At sea	Eng. trouble
Odessa	Sept. 29	Sprung leak	Philadelphia	Unknown
P. A. B. Widener	Sept. 4	Struck obstacle	West Neebish Channel	Leaking

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties—
A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Python	Sept. 24	Disabled	Constantinople	Lost prop. blades
Pocahontas	Sept. 21	Fire	Gibraltar	To 1000 tons coal
Pocahontas	Sept. 16	Disabled	Gibraltar	Boil. & cond. damaged
Port Augusta	Sept. 20	Fire	At sea	Not stated
Pawnee	Sept. 17	Grounded	River Seine	To stern post & rudder
Philadelphia	Sept. 13	Hurricane	At sea	Small boats lost
Peekskill	Sept. 11	Disabled	Queenstown	Boils. damaged
Passaic Bridge	Sept. 13	Disabled	St. Johns, N F	Boil. trouble
Patsy	Sept. 18	Collision	Astoria	Slight
Parattah	Sept. 1	Fire	At sea	To cargo
Port Augusta	Sept. 20	Fire	At sea	Not stated
Princess May	Sept. 26	Ashore	Baracoa	Not stated
Persia Maru	Oct. 1	Fire	Yokohama	To cargo
Patricia	Sept. 10	Collision	East India	Unknown
Pepita Mumbru	Sept. 16	Grounded	Uto	Not stated
Quimistan	Oct. 4	Ashore	Port Barrios	Not stated
Ruth Martin	Sept. 16	Hurricane	Off Ponce harbor	Leaking
River Orontes	Sept. 16	Fire	Egyptian port	Slight
Recca	Sept. 27	Disabled	Teneriffe	Prop. blades lost
Rosalind	Sept. 24	Disabled	St. Johns, N F	Steerer broke
Rensselaer	Sept. 28	Collision	Detroit River	Damaged forward
Sultana	Sept. 3	Ashore	Milwaukee	Leaking
Swifteagle	Sept. 23	Heavy weather	At sea	To ship and cargo
Seminole	Sept. 18	Disabled	Savona	Boil. trouble
St. Mary	Sept. 22	Disabled	St. Johns, N B	Eng. trouble
St. Patrice	Sept. 18	Disabled	Jacksonville	Stuffing box leak.
Sedgwick	Sept. 4	Hurricane	At sea	Headgear damaged
Southlea	Sept. 2	Low water	Canal La Plata	Grounded
Sinasta	Sept. 7	Disabled	Port Said	Turbine trouble
Stiklestad	Sept. 17	Disabled	Hampton Roads	Eng. trouble
Susan B	Sept. 20	Grounded	Pollock Rip light-ship	Undamaged
Sirio	Oct. 4	Disabled	S. of Sandy Hook	Steerer broke
Soestdyk	Oct. 6	Fire	Newport News	Jettis. cargo
Tamesi	Aug. 30	Disabled	Galveston	Boil. trouble
Torrey	Sept. 16	Disabled	St. Johns, N F	Leaking
Tamara X	Sept. 3	Disabled	Hamburg	Sails lost
Toyohashi Maru	Sept. 29	Disabled	Victoria	Cyl. trouble
Truro City	Sept. 12	Coal heated	Buenos Aires	Not stated
Victoria Maru	Sept. 8	Disabled	Norfolk	Eng. trouble
Vacuum	Sept. 30	Fire	Philadelphia	Slight
William H. Wolfe	Sept. 18	Stranded	Portage, Mich.	Settled to bottom
Western Wave	Sept. 18	Disabled	Bermuda	Boil. trouble
Western Wave	Sept. 21	Ashore	Bermuda	Not stated
Westland	Sept. 13	Lost anchor & beached	Rotterdam	Slight
W. T. MacDonald	Sept. 17	Fire	Mobile	Considerable
Wm. H. Smith	Sept. 12	Disabled	San Francisco	Leaking, pumps dis.
Worcester	Sept. 11	Grounded	Nakskov Fjord	Jettis. cargo
Wearwood	Sept. 26	Fire	Gulfport	Not stated
Wm. Shiott	Sept. 14	Struck obstacle	Chesapeake Bay	Sank
West Isleta	Sept. 30	Disabled	Boston	Cyl. & piston rod trouble
Wearwood	Oct. 4	Grounded	Gulfport	Not stated
W. E. Fitzgerald	Sept. 22	Grounded	Green Bay	Not stated
W. H. Ritchie	Sept. 28	Fire	Fort William	Destroyed

Marine Business Statistics Condensed

September Ore Shipments

Shipments of iron ore continue to decrease. During September, the total moved was only 3,913,122 tons, a loss of 416,036 tons over the amount moved in August. In comparison with September, 1920, when the movement totaled 8,923,482 tons, a decrease of 5,010,360 tons is shown. Total shipments to Oct. 1 are 18,661,194 tons.

Detailed shipments by ports are:

Port	September, 1921	To Oct. 1, 1921
Escanaba	556,158	1,314,331
Marquette	196,697	459,802
Ashland	418,620	1,847,928
Superior	668,570	4,177,498
Duluth	1,503,237	7,975,877
Two Harbors	569,840	2,885,758
Total	3,913,122	18,661,194
1921 decrease	5,010,360	25,612,162

Pittsburgh Traffic High

River traffic at Pittsburgh in September aggregated 1,834,599 tons. This was made up of 264,160 tons hauled on the Allegheny river, 1,344,069 tons on the Monongahela and 226,320 tons on the Ohio. The commodity tonnages on the various rivers were as follows:

Commodity	Allegheny river	Monongahela river	Ohio river
Coal	15,860	1,141,695	47,580
Coke	.....	17,411	.....
Gasoline	2,300	1,520	800
Gravel	115,110	71,050	55,523
Sand	128,630	104,165	117,536
Miscellaneous	2,260	8,228	1,160
Packet cargo	.....	.....	2,721
Total	264,160	1,344,069	226,320

Lake Erie Receipts

Out of a total of 3,913,122 tons shipped from upper lake ports in September, Lake Erie ports received 2,756,627 tons, as shown by figures compiled by Marine Review. The balance on dock Oct. 1 was 9,661,365 tons against 9,203,206 tons on Oct. 1, 1920. Detailed figures are:

Port	Gross tons
Buffalo and Port Colborne	226,786
Erie	77,232
Conneaut	944,708
Ashtabula	259,196
Fairport	221,875
Cleveland	495,077
Lorain	246,819
Huron	90,712
Toledo	123,818
Detroit	70,404
Total	2,756,627

Lake Michigan Receipts

Receipts of ore at Lake Michigan ports for September were 1,036,283 gross tons, as shown in the following record by ports:

Port	Gross tons
South Chicago, Ill.	449,578
East Jordan, Mich.	.....
Boyne City, Mich.	.....
Milwaukee	.....
Indiana Harbor, Ind.	122,709
Gary, Ind.	463,996
Total	1,036,283

The National Association of Practical Refrigerating Engineers will hold its twelfth annual convention at the Hotel Lorraine, Philadelphia, Nov. 30 to Dec. 3, inclusive. Edward H. Fox, 5707 West Lake street, Chicago, is secretary of the association.

John S. Emery & Co., Boston, recently sold the wooden steamer Fairfield, formerly owned by the shipping board, to W. J. Breen & Co., pig iron brokers, Boston. The vessel will be broken up for its material.

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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

PORT traffic in September, according to reports from eight of the 13 principal ports of the United States, declined from the volume of August business. Based on ships, this was due more to the falling off in the number entering as the number of clearances was greater than in August. Little, if any improvement, was noted in the traffic moving through New York in September. The entrances were the smallest for any month this year. On the other hand the clearances were the largest for the year. During August entrances were much larger than clearances. Philadelphia traffic showed another falling off, reaching its low point since the war. The number of ships entering and their total net tonnage during September was the smallest recorded. The clearances exceeded the entrances and were even larger than the clearances for August.

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1921	385	1,304,544	417	1,556,645
August	478	1,583,991	390	1,300,897
July	394	1,456,304	403	1,423,109
June	408	1,368,334	419	1,425,649
May	425	1,454,033	366	1,328,643
April	410	1,453,056	438	1,509,353
March	455	1,574,526	448	1,539,885
February	424	1,407,133	374	1,315,556
January	455	1,437,725	414	1,433,564
December, 1920.	516	1,732,485	518	1,802,929
November	495	1,741,786	482	1,691,683
October	526	1,763,904	514	1,719,103
September	506	1,728,266	493	1,574,228

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1921	60	143,434	66	195,558
August	84	208,961	61	144,029
July	75	178,925	61	148,674
June	71	176,968	74	214,524
May	110	295,617	70	178,464
April	105	255,249	79	209,854
March	102	306,512	87	242,606
February	104	285,369	75	221,402
January	84	250,233	68	217,281
December, 1920.	116	340,133	112	235,821
November	126	338,562	123	350,385
October	119	328,074	165	465,800
September	144	385,676	153	467,357

New Orleans

(Exclusive of domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
Sept., 1921	191	510,646	226	628,057
August	210	478,941	194	482,451
July	157	371,379	176	410,749
June	172	440,527	195	479,495
May	166	410,047	145	354,539
April	205	515,287	210	530,283
March	201	458,079	202	452,385
February	178	436,045	200	453,899
January	168	399,903	183	443,303
Dec., 1920.	202	520,346	212	507,810
November	185	428,650	173	451,553
October	181	416,966	228	545,352
September	183	453,177	202	506,194

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1921	25	75,836	51	148,987
August	44	134,193	63	173,111
July	95	267,846	173	491,104
June	140	410,926	238	728,458
May	129	398,042	201	601,675
April	57	179,852	125	375,044
March	47	143,487	88	260,053
February	55	160,494	108	327,241
January	84	251,499	163	442,657
December, 1920	151	367,936	202	505,690
November	155	376,515	244	559,128
October	216	509,154	305	722,121
September	156	377,717	272	666,466

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1921	10	15,345	12	26,224
August	13	17,192	13	14,265
July	13	15,195	11	9,597
June	15	15,723	12	12,749
May	4	8,324	10	8,885
April	17	54,804	19	64,310
March	24	75,529	25	80,107
February	20	66,422	21	73,581
January	34	93,933	28	86,559
December, 1920.	36	96,281	31	107,567
November	37	61,804	16	23,282
October	15	22,240	13	19,862
September	14	29,993	5	12,661

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1921	88	197,208	69	144,268
August	100	280,687	63	102,032
July	98	178,403	81	115,503
June	138	211,667	100	119,945
May	122	190,148	87	98,008
April	101	217,080	71	133,952
March	99	306,454	49	113,184
February	74	260,502	46	119,847
January	72	175,052	50	125,904
December, 1920.	66	178,656	51	128,439
November	79	193,433	52	107,112
October	82	182,028	62	116,007
September	99	210,496	75	123,045

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1921	55	95,343	46	89,460
August	57	108,936	48	83,486
July	67	156,801	58	101,850
June	53	101,592	51	92,800
May	43	67,627	45	71,756
April	96	249,996	76	150,776
March	79	14 ,798	56	82,498
February	58	105,040	47	89,647
January	68	94,273	63	78,109
December, 1920.	97	147,575	74	122,293
November	73	91,814	54	74,252
October	64	98,107	81	128,540
September	55	102,589	60	111,595

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1921	5	9,507	16	36,377
April	17	40,418	12	25,543
March	13	19,924	14	29,618
February	9	14,493	15	32,475
January	11	21,591	20	38,179
December, 1920.	22	45,085	26	36,110
November	32	61,216	18	28,108
October	22	35,837	33	55,632
September	21	43,316	21	46,881
August	15	22,562	16	31,695
July	16	29,561	14	23,679
June	20	41,844	21	39,280
May	16	29,270	17	36,425

San Francisco

(Inclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1921	459	807,276	440	749,911
August	464	770,980	457	788,238
July	275	699,092	335	676,340
June	194	474,948	211	543,629
May	271	594,409	164	426,255
April	377	607,559	452	703,717
March	335	645,435	341	611,575
February	305	594,636	297	548,103
January	356	585,689	330	566,201
December, 1920.	388	606,666	359	561,188
November	393	640,474	399	633,274
October	431	641,970	421	639,323
September	399	549,468	391	566,048

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1921	62	77,229	70	101,948
August	65	69,911	59	66,223
July	85	89,901	86	87,449
June	105	104,326	104	101,494
May	100	104,326	104	103,571
April	115	117,586	111	114,748
March	112	107,736	108	107,083
February	124	118,950	120	119,241
January	128	146,679	127	142,474
December, 1920.	121	102,611	121	97,733
November	103	90,374	98	82,126
October	84	92,944	79	80,681
September	97	87,017	95	89,030

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1921	85	259,788	81	260,789
August	90	251,499	87	239,482
July	116	349,379	123	365,666
June	118	359,201	133	413,410
May	109	341,731	112	341,381
April	114	320,195	119	351,950
March	111	320,238	107	316,536
February	112	380,602	93	292,881
January	131	401,511	112	344,480
	—To foreign ports direct—			
December, 1920	92	264,142	113	329,320
November	109	316,743	145	425,493
October	134	372,463	188	545,974
September	120	353,374	143	409,839

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
August, 1921	50	117,775	40	106,243
July	45	144,913	34	101,581
June	27	100,411	31	100,580
May	35	98,885	26	77,036
April	32	119,049	28	71,958
March	39	99,455	33	94,380
February	74	97,252	60	93,544
January	60	111,882	86	64,844
December, 1920.	74	60,333	56	61,211
November	69	89,143	79	91,763
October	65	72,101	85	104,304
September	27	70,989	34	77,330
August	20	44,580	34	89,180

Seattle

Month	Deep sea arrivals No. ships	Net tonnage	Deep sea departures No. ships	Net tonnage
August, 1921	202	519,467	192	517,253
July	158	450,050	159	436,884
June	100	331,505	110	341,278
May	106	299,777	99	282,583
April	143	339,192	163	370,070
March	149	372,824	144	369,568
February	103	295,144	101	272,186
January	131	312,072	134	344,877
December, 1920.	205	323,744	186	302,051
November	256	348,452	228	337,890
October	359	347,412	314	366,669
September	422	380,582	323	345,535
August	438	371,148	393	368,327

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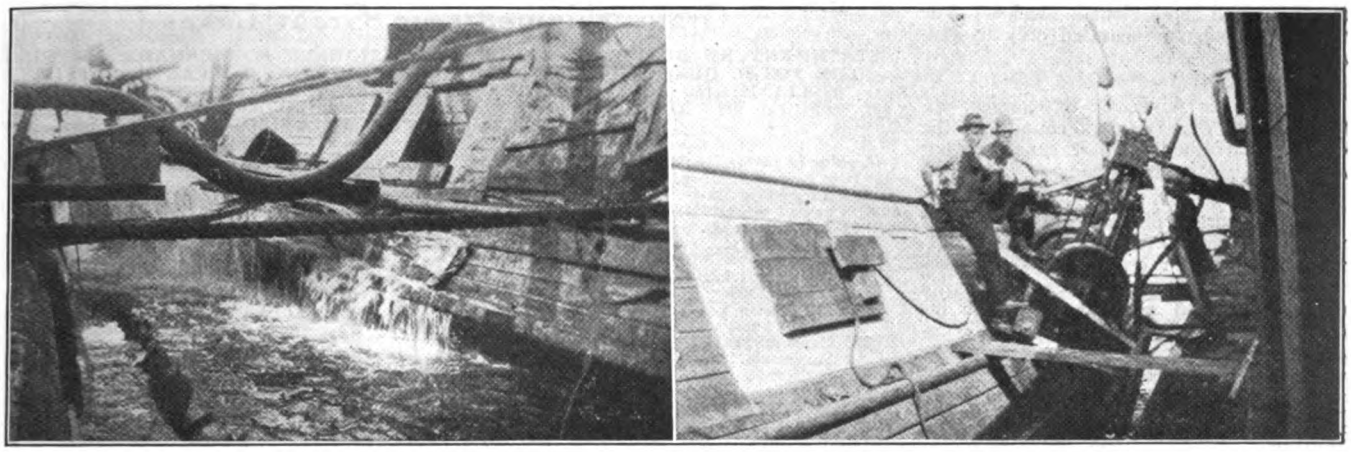

FIG. 1—THE LOGGING TUG WAHNAPITAE, WHICH WENT AGROUND AT BURNETT ISLAND, GEORGIAN BAY, IS SHOWN HERE ABOUT READY TO SHIFT AFTER HAVING BEEN PUMPED OUT BY A GEORGIAN BAY SHIPBUILDING & WRECKING CO. CREW. FIG. 2—ONE OF THE PUMPS WAS LASHED TO THE SIDE OF THE TUG AS SHOWN HERE

Early Tie Up To End Slack Season

BY MYERS L. FEISER

WITH lake traffic continuing at low ebb, shipping was further handicapped by the low water at several points on the Great Lakes. The water being so low at several points, the recommended draft was cut by the Lake Carriers' association. These were effective in St. Marys river, Lake St. Clair, the main river at Buffalo, Blackwell canal and the harbors of Fairport, Conneaut and Ashtabula.

While the tendency of smaller drafts is to decrease loaded tonnage it is doubtful whether the situation will call for additional boats to move the available traffic. Grain shipments call for considerable tonnage but not in the volume of former years, while ore and coal shipments largely are cared for in contract ships. At times, there is scarcely enough to keep even these vessels busy.

Ore receipts on Oct. 1 were 18,000,000 tons under those of a year ago.

Boats will be laid up earlier this year, many having already been tied up. Lowered freight rates on iron ore have brought out only a slight increase in shipments from upper lakes while the coal trade movement is rapidly approaching its end. Grain shipments are fair, with some demand for winter storage in sight. With the slight demand ahead for vessel tonnage, the bulk of the fleet will be in winter quarters earlier than in years.

* * *

The Lake Carriers association announces cut in the recommended draft of Lake St. Clair to 19 feet.

* * *

The body of Capt. K. Peterson, Buffalo, who was drowned when the barge MIZTEC sank near Saulte Ste. Marie in May, was found in September.

* * *

Harvey L. Brown, Buffalo admiralty attorney, died suddenly Oct. 6 and was buried at Buffalo, Oct. 8. He was 53 years old and the son of the late Capt. J. J. H. Brown.

* * *

C. H. Wills' steel yacht MAROLD II was destroyed by fire at Marysville, Mich., late in September.

* * *

The monthly mean stages of the Great Lakes for September, as compared with August have been reported by the United States lake survey as follows:

Lakes	Feet above mean sea level August	September
Superior	602.77	602.67
Michigan-Huron	580.18	580.04
St. Clair	575.29	574.99
Erie	572.49	572.17
Ontario	245.93	245.43

* * *

L. G. Myers, of New York, treasurer of the Rockefeller Foundation, has been elected a director of the American Shipbuilding Co., Cleveland. Officers of the company were re-elected.

* * *

Changed in name, but still the old lake steamers, several vessels of the lake service which have been in operation in Atlantic coast trade have returned to the Great Lakes. They were placed in ocean service during the war but the demand for grain carriers of a size suitable to pass through the Welland canal has led to their return to the lakes.

* * *

Capt. D. Elliott was placed in charge of the W. A. MCGONAGLE during the illness of Capt. Charles J. Grant.

* * *

The W. H. RITCHIE ex-STEPHEN C. HALL, owned by the Davidson & Smith Grain Co., Fort William, Ont., was destroyed by fire late in September. She was built in 1880.

* * *

John C. Hegemer, retired marine engineer, died recently at his home in Sandusky. He was 60 years old.

* * *

Capt. C. M. Cummings, with the Pittsburgh Steamship Co. since it was organized, died suddenly recently and was buried in Geneva, O. He was 78 years old. His last command was the steamer I. L. ELLWOOD.

* * *

Tugs will be used to take vessels around the south leaf of the St. Marys bascule bridge over the upper entrance

Seek Data on Lake Storm Waves

INVESTIGATION of the problem of bulkheads and freeboard for lake vessels is being pursued actively by the government committee. Prof. H. C. Sadler and H. N. Herriman head the lake subcommittee with offices at 870 Kirby building, Cleveland.

A year ago request was made to captains to submit data on storm waves met in the closing weeks of navigation. The committee has now sent the following request to lake shipowners and masters:

With further reference to the subject of storm waves, we wish to secure additional data from masters to supplement the observations of last season. Considerable interest was taken in the work at that time, and although the weather was not unusually severe, 14 of the captains contributed a total of 187 observations, others regretting that, due to circumstances, they were unable to participate.

Nothing of this nature having been attempted before, the information already secured has been of great value to use in calculations on the strength of hulls, and naturally the more data secured, the more accurate will be our conclusions.

Reliable information on the size of the largest storm waves is of such importance to us in our work, that any particulars will be gratefully received, this season, or any future time. Blanks are available for the masters' use in forwarding records.

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to the third and fourth locks. The north leaf is being operated only to prevent mishaps.

* * *

The steamer A. E. R. SCHNEIDER, upbound with coal went aground at the lower end of the St. Clair canal cut but was released without damage.

* * *

Capt. Delos Wilbur Whiteley, master of the steamer KEYWEST, had his certificate suspended for one year and the second officer, C. F. Gildnan was given a severe reprimand as a result of the investigation of the collision of the KEYWEST and the schooner OLIVER MOWATT which resulted in the death of her captain, T. L. Van Dusen, the mate, Jacob Corby, and the cook, Miss Carrie McGuigan.

Grain Shipments on Great Lakes

STATEMENT BY BOARD OF GRAIN COMMISSIONERS FOR CANADA SHOWING THE TOTAL QUANTITIES OF EACH KIND OF GRAIN SHIPPED FROM FORT WILLIAM AND PORT ARTHUR, ONT., BY VESSELS DURING THE PERIOD FROM THE OPENING OF NAVIGATION, 1921, TO AUG. 31, 1921, AND CROP YEAR 1920-21, WITH COMPARISONS

Opening of navigation 1921 to Aug. 31, 1921	WHEAT Bushels	OATS Bushels	BARLEY Bushels	FLAXSEED Bushels	RYE Bushels	Sample mixed grain Pounds	Elevator screenings Tons
285 Cargoes in Canadian vessels.	29,620,808	28,370,233	4,791,071	1,023,308	510,829	27,503,427	2,435
62 Cargoes in U. S. vessels....	7,910,384	2,680,603	1,488,072	1,231,267	170,114	3,413,023	6,735
347 Cargoes	37,531,192	31,050,836	6,279,143	2,254,575	680,943	30,916,450	9,170
Crop Year 1920-21							
521 Cargoes in Canadian vessels.	69,449,251	34,784,015	7,758,152	1,617,716	1,094,020	27,503,427	18,004
275 Cargoes in U. S. vessels.....	53,610,327	3,385,887	2,119,586	1,960,642	1,001,292	3,413,023	33,107
796 Cargoes	123,059,578	38,169,902	9,877,738	3,608,358	2,095,312	30,916,450	51,111
Crop year 1919-20..	8[illegible]	[illegible]	6,670,320	733,060	1,280,868	13,148,411	26,568
Crop year 1918-19..	9[illegible]	[illegible]	9,702,077	1,434,177	695,120	16,171,288	27,928
Crop year 1917-18..	99,729,859	17,842,109	5,028,970	3,331,543	63,585	4,761,654	45,346

Activities Along the Pacific Coast

HIGH rail rates and improved water service are the factors accounting for the phenomenal increase in the movement of lumber by the Panama canal route from north Pacific ports to Atlantic centers. Figures recently compiled show that during the first six months of 1921 the increase in waterborne intercoastal lumber shipments was 5998 per cent compared with the same yeriod of 1920. In feet, the shipments were 1,564,505 feet for the first half of 1920 and 93,843,494 feet in 1921.

* * *

During the month ended Sept. 20, a total of 20,000,000 feet of lumber was shipped from Columbia river ports to the Orient. This is an unprecedented amount in a month and establishes a new record for Portland and adjacent ports. The movement of lumber to the Orient continues despite an increase of $2.50 in the freight rate.

* * *

The Grays Harbor Construction Co., Grays Harbor, Wash., has been awarded a contract for the construction of the first wharf unit and transit shed for the Grays Harbor port commission. The cost is estimated at $141,760. For the repair work 15,000 tons of stone will be required. The wharf will be 800 feet in length and 300 feet wide covered in part by a warehouse.

* * *

Plastered with libels for wages, supplies and other expenses amounting to nearly $40,000, the 5-mast wood schooner BETSY ROSS has been sold at marshal's sale, Seattle, for $7000. She was bought in by the Foss Launch Co., Tacoma. The vessel arrived at Seattle some time ago too late to fulfill a charter for lumber.

* * *

The Pacific Steamship Co. has inaugurated 16 suits against as many insurance companies to recover for the loss of the auxiliary schooner ADMIRAL SIMS which was wrecked in the Philippines on Nov. 19, 1919. The total of the amounts asked is $133,567.59 on a ship valued at the time the insurance was issued at $275,000. The vessel, which was built at Seattle was bound from the Philippines for China when she was driven ashore in a typhoon. The sister ship, the ADMIRAL MAYO, is now idle at Seattle, her auxiliary engines having been removed some time ago, the MAYO returning to her home port under sail.

* * *

With the signing of a contract with the Gray Rosenbaum Grain Co., for handling 5,000,000 bushels of wheat in bulk during the present export season, the Seattle port commission's grain elevator will for the first time be worked to capacity. The public elevator was built several years ago with the idea of facilitating the changing of wheat handling from sacked to bulk. However, the idea did not meet with favorable response and the terminal has been idle most of the time. The new firm intends to handle its export in bulk and on that basis has already chartered several large freighters.

* * *

Portland's exports for the first seven months of 1921 were 9 per cent greater than during the same period of 1920. During the same seven months, late figures show that San Francisco's exports were 57 per cent less than a year ago while those from Puget sound were 65 per cent less. Compared with the first seven months of 1919, Portland shows a gain of 32 per cent.

* * *

After making an enviable sailing record from Nome, coming under sail as her propeller was damaged, the schooner MAUD has arrived in Seattle to spend the winter. The MAUD is Roald Amundsen's exploration vessel which negotiated the northwest passage from the Atlantic. Amundsen intends to resume his interrupted cruise of Arctic waters next summer.

* * *

Based on opening prices, except in the case of Puget sound sockeyes which are short this year, the value of the canned salmon pack of the Sound, Alaska, Columbia river and British Columbia this year is $33,290,000. Puget Sound sockeyes prices are on the basis of market conditions. The value for each district follows: Puget sound, $4,689,000; Alaska, $20,471,000; Columbia river, $3,800,000; British Columbia, $4,330,000. The total pack of these districts and Siberia for 1921 is estimated at 4,392,000 cases as compared with 6,593,000 cases last year. By districts the totals are estimated in cases as follows:

	1921	1920
Puget sound	627,000	166,500
Alaska	2,667,500	4,395,000
Columbia river	285,000	439,500
British Columbia	405,000	1,180,000
Siberia	405,000	362,000
Totals	4,392,000	6,593,000

While Puget sound shows an increase over 1920, the expected big run of sockeyes for the fourth year failed to materialize in 1921. The record of Puget Sound is far below that of 1917 when 1,921,554 cases were packed.

* * *

Columbia river exporters are claiming a new record for the dispatch of a wheat steamer with the sailing of the Japanese freighter CHIFUKU MARU. In six days, the vessel was lined, loaded with 7497 tons of wheat in sacks and dispatched for the United Kingdom. Unusual haste was necessary in order to fulfill the conditions of the charter.

* * *

A new direct steamship service from San Francisco and Los Angeles to the Hawaiian islands was inaugurated by the Matson Navigation Co., Oct. 8, with the dispatch of the steamer HYADES. This is the first attempt at a regular service in this route since the withdrawal of two vessels operated by the Great Northern Steamship Co. more than five years ago. Officials of the Matson company state they intend to operate the steamer HYADES on a regular schedule which will require 35 days to complete.

* * *

British Columbia mills are shipping large quantities of shingles to Atlantic ports. On one vessel recently 12,000,000 shingles formed part of the cargo.

* * *

Due to increased rail rates and increased service by water, shipments of lumber by the Panama canal route from north Pacific to Atlantic ports has gained 5898 per cent during the first six months of 1921 compared with the

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similar period of 1920. In the first half of 1920, shipments of lumber by water to the Atlantic totaled 1,564,505 feet while from Jan. 1 to July 1, 1921 steamers carried 93,843,494 feet in the same trade.

* * *

At all north Pacific ports, a reduction of from 10 to 15 per cent has been made in the wage scale paid to longshoremen. The new rate was accepted without controversy as labor is plentiful.

* * *

Scoring the fastest transpacific voyage ever recorded by an American steamship, the shipping board's 535-foot steamship SILVER STATE arrived in Seattle recently. Her time from Yokohama to Seattle was 10½ days. She had previously broken all records between any American port and the Orient by sailing from Seattle to Yokohama in 10 days flat, or two days faster than previous records. The SILVER STATE is under charter to the Pacific Steamship Co., which also operates sister ships, the KEYSTONE STATE and the WENATCHEE, between Seattle and Japan, China and the Philippines.

* * *

Seattle's import and export trade with Atlantic coast ports via the Panama canal totaled $10,051,458, the first seven months of 1921 compared with $4,695,472 for the same period in 1920. Seattle imported products valued at $4,731,110 from the Atlantic coast on the all water route. Figures for the first seven months of 1920 were $639,557. During the first seven months of this year Seattle exported northwest products valued at $5,520,348 to Atlantic coast ports, as compared to $4,055,925 during the same period in 1920. Imports accordingly increased more than $4,000,000, while exports show a gain of more than $1,000,000.

Along the Atlantic and Gulf Coasts

GOV. John M. Parker has named the new dock board for New Orleans and the appointments have been confirmed by the Louisiana senate. The names are R. S. Hecht, Neal M. Leach, W. L. Richeson, John F. Finke Jr., and A. M. Lockett. At the first meeting of the new board, R. S. Hecht was elected president; A. M. Lockett, vice president; John F. Finke Jr., secretary, and Neal M. Leach, treasurer.

One of the first acts of the new board was the election of Commander John Henry Walsh, U. S. N. retired, to the newly created position of general manager at a salary of $12,000 per annum. Tiley S. McChesney, connected with the board since its organization, was re-elected assistant secretary and assistant treasurer.

R. S. Hecht, the new president, is also president of the Hibernia Bank of New Orleans. He was named for the 6-year term. Neal M. Leach, general manager of the J. H. W. Steele Co. (steamship agent and operator) was appointed for five years. W. L. Richeson, president of W. L. Richeson & Co., grain exporters, was named for the 4-year term. John F. Finke Jr., of the firm of Weld & White, cotton factors, was named for three years and A. M. Lockett, of A. L. Lockett Co., Ltd., construction engineer, for the 2-year term.

* * *

The Royal Holland line, the Steele Steamship line Inc., agent, announces that the steamship ZEELANDIA, temporarily taken out of the New Orleans service, will begin operating to and from that port again arriving at New Orleans, Nov. 4.

* * *

Ross & Heyn, New Orleans agents for Kleppe & Co., New York, recently announced the establishment of two new services out of the gulf port by Kleppe & Co., one to South America and the other to Mexican ports.

* * *

Announcement has been made of the organization of the Yucatan Ship & Trading Co., with offices at 1205 old Hibernia Bank building, New Orleans. The company has purchased the ESPERANZA, a 1000-ton deadweight cargo carrier, class A-1 Honduras registry, which was scheduled to sail from New Orleans the early parts of October in a semimonthly service to Campeche, Laguna, Frontera and Puerto Mexico.

* * *

About the middle of September, announcement was made of the re-establishment of the Vogemann line out of New Orleans to German ports. Three steamers with monthly sailings will be placed in the service to Hamburg. The service will be conducted as the Continental line.

* * *

The New Orleans & Central American Steamship Co., which operates regular service from New Orleans to South American ports has begun turning back to the shipping board vessels which the company has been operating. The company has purchased a number of vessels as rapidly as those belonging to the shipping board are surrendered.

* * *

Another steel passenger and cargo boat for service in Mexican waters was launched at the Bayou St. John yard of the Johnson Iron Works, New Orleans, during September. She was christened VICTORIA, is 80 feet long and cost $30,000. She was built for Garzo and Lozano, Tampico transportation men.

* * *

The British cable-laying steamer FARADAY put into the port of New Orleans during September for repairs. She is reputed to be one of the oldest cable-laying ships in the world.

* * *

C. M. De Jong, assistant general passenger agent of the Holland-American line, and A. Terkuhle of the freight department of the same company, were in New Orleans recently to make arrangements for inaugurating a new transoceanic service between Holland, Spain, Cuba, Mexico and New Orleans. Mr. De Jong stated that the line had just built in Holland yards three new steamers for this service.

* * *

Pumping of oil in the Mississippi river by steamers in port has been made a violation of law.

* * *

T. R. Spedden, disbursing officer of the shipping board at New Orleans, has announced that the wages of crews on shipping board vessels laid up in the harbors of New Orleans, Mobile, Ala., and Orange, Tex., have been reduced to the following scale: keepers, $140; assistant keeper, $80; ordinary seamen $50; machinist, $140; senior oiler, $80; oilers, $75; firemen, $60 and cooks, $75. It is understood that there are about 50 ships belonging to the shipping board tied up in the three harbors named.

* * *

Announcement of the resale of the steamer NEW YORK, formerly of the American line fleet, to the Polish Navigation Co., has been made by the Franklin Steamship Corp., which recently purchased the ship from the International Mercantile Marine. The vessel will be used between New York and Baltic ports. The NEW YORK is an 18,000-ton twin screw vessel, and accommodates approximately 1400 passengers and 3500 tons of cargo.

* * *

Sale of the American schooner CARRIE A. BUCKMAN, built at Verona, Me., in 1882, is announced by David W. Simpson, of Boston. The vessel was purchased by the Southern States Lumber Co., of Florida. She registers 287 gross tons and 235 net tons.

* * *

C. H. Sprague & Sons, Boston, recently announced that a direct sailing line will be established between Boston and Santos, to take care of the increasing trade between Brazil and Boston. Boston importers in the past have depended upon New York steamship lines for their imports.

* * *

The steamer WABASH, formerly the German RUDIGEN, which was interned during the war by the United States, and which cost $1,000,000 to build, was sold under the hammer recently in New London, Conn., for $33,000. The vessel was purchased by Charles E. Gremmel, of New York. The boat was built in October, 1900, at Newcastle, England, for the German government, and is driven by a triple expansion engine of 2500 horsepower.

* * *

Crowell & Thurlow, Boston, have inaugurated a new service between Atlantic and Pacific ports, with the Boston steamers, A. L. KENT, FELIX TAUSSIG, WILLIAM A. MCKENNEY and THOMAS P. BEAL. They will be operated under the name of Intercoastal Sea Carriers' lines.

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Equipment Used Afloat, Ashore

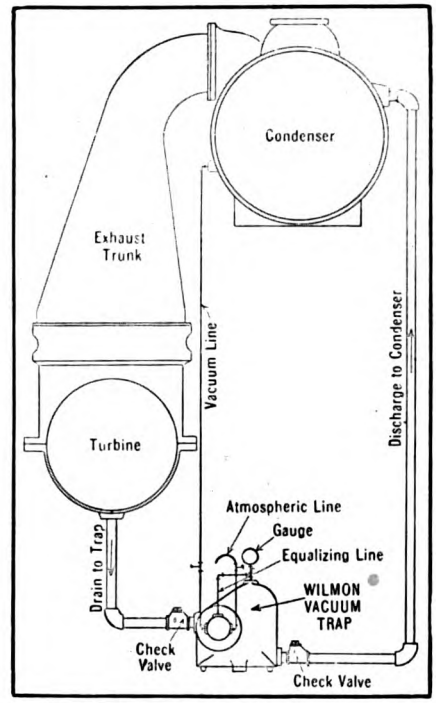
Vacuum Trap for Marine Service—Hand Scraper

THE novel vacuum trap shown in the accompanying illustrations, was first perfected during the war and applied on the LEVIATHAN by the then chief engineer, Commander Vaughn V. Woodward, U. S. N., to drain the two low pressure turbines, replacing the customary main air pump drainage of these two large engines.

The trap is also suitable for draining apparatus and systems using steam under vacuum, such as condensers, evaporators, vacuum pans, cooking kettles, etc., and for returning condensation of live steam heating systems to the boilers. Its use in place of a float controlled condensate pump is said to be often practical, with a consequent elimination of the steam requirement for operating the pump.

The Wilmon vacuum trap, as it is called, can also be used for lifting, and when equipped with a counting device, it will perform the additional function of a meter with precision.

Typical drainage of a steam turbine with the delivery of the condensate at a higher point of discharge is shown in the drawing. In marine installations, where the common practice is to drain the turbine directly into the main air pump, hot vapors must enter the air pump during a part of the time and thereby impair the vacuum. By the use of this vacuum trap, the turbine drains,



METHOD OF DRAINING STEAM TURBINE THROUGH VACUUM TRAP INTO CONDENSER LOCATED ABOVE TURBINE

it is said, can be removed entirely from the main air pump and placed through the trap into the condenser, thereby insuring that no hot vapors enter the air pump to interfere with the vacuum.

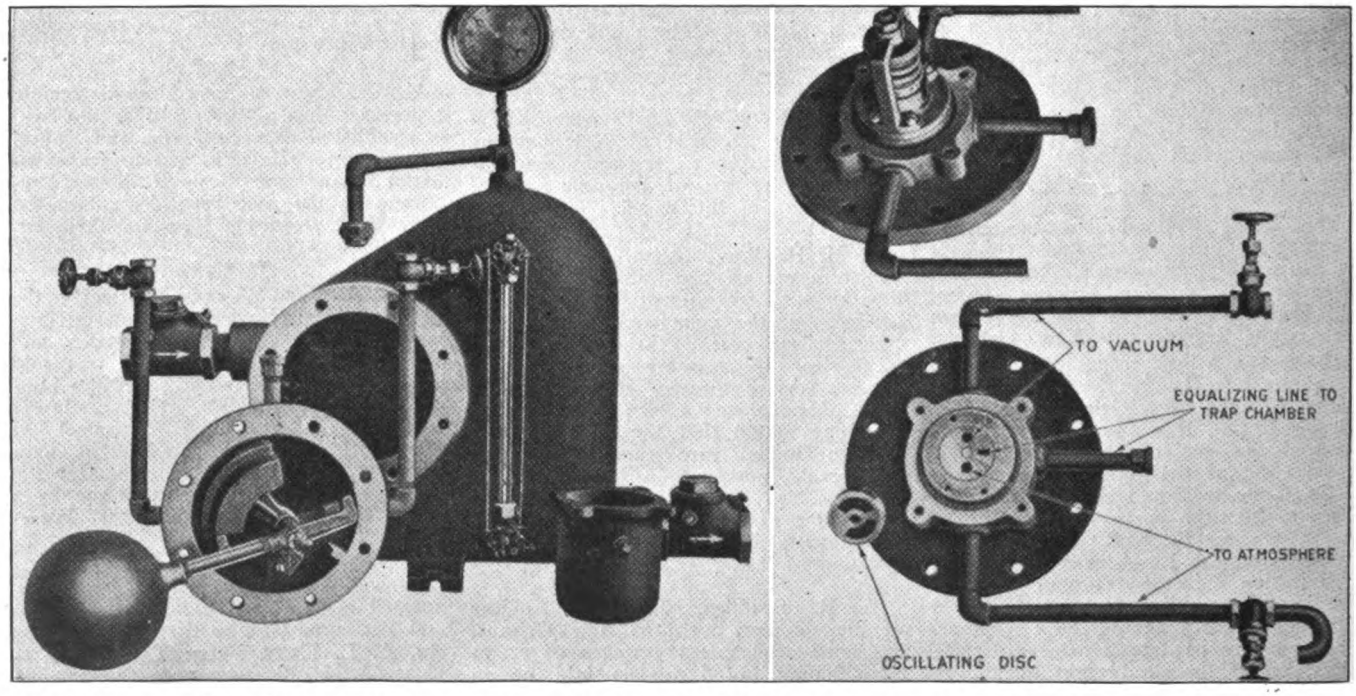
With the exception of the cover bolts, this trap has but thirteen parts, and by removing eight tap bolts, the entire working mechanism, mounted on a flange, can be taken out as a unit.

A compound pressure gage on top and a sight glass on the front, give a double check on the operation of the trap. Where a permanent record of the operation of the trap is desired, a recording gage with electrical contacts may be added.

The receiving chamber of the trap is under vacuum while the water is collecting in the trap, and is under atmospheric pressure during discharge. Back flow is prevented by check valves on the inlet and outlet lines.

Change of pressure in the receiving chamber from vacuum to atmospheric and *vice versa* is accomplished by an oscillating disk covering three ports, which makes a quick shift from one operating position to the other. One of these positions connects the receiving chamber with the vacuum system, and the other position connects the chamber with the atmospheric line, the communication being effected in both instances through the equalizing line which connects the middle port to a top opening in the receiving chamber.

The disk and thrust bearing, and the spring which holds these parts in place, are in a separate outer chamber, where they are never in contact with



(LEFT) TRAP WITH COVER AND FLOAT MECHANISM REMOVED TO SHOW ACTION OF HAMMER WEIGHT AND LEVER. (RIGHT) DISK AND SEAT SHOWING CONTROLLING PARTS AND THEIR OPERATIONS

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the liquid within the receiving chamber. The disk is operated by a lever float, hammer weight and rocker arm, all on the same shaft and located within the receiving chamber.

Water entering the receiving chamber carries the float upward as the level rises, and a contact point on the float stem, between the float and its fulcrum, rotates the weight, until as the latter passes dead center, it drops on to the contact point on the rocker arm and partially rotates the oscillating disk to the opposite position. This shuts off the vacuum line and opens the receiving chamber to atmospheric pressure through the atmospheric and equalizing lines. Water is then forced through the trap outlet, if the latter is connected to a vacuum, or drains by gravity if connected to atmosphere.

As the float falls with the water level, the contact point beyond the fulcrum on the float stem lifts the weight past dead center and lets it drop in the opposite direction, when it hits the opposite end of the rocker arm and shifts the disk. This cuts off the atmospheric line, connects the vacuum and equalizing lines and brings the receiving chamber under vacuum again. The cycle repeats at a rate determined by the amount of water accumulating. More than three discharges per minute are said to have been obtained with perfect action. The disk requires no adjustment either before trap installation or during service, but may be seen and reached while the trap is in operation, without in any way affecting the trap action.

The absence of liquids at the controlling ports permits salty or alkaline water to be handled without fear of salting or corroding the mechanism.

The fact that the liquid passes through no restricted passages gives the trap a high capacity, which is limited only by the size of the inlet and outlet openings of the trap. The 2-inch trap, for instance, is designed to handle 1800 to 2100 gallons of water per minute. This capacity will vary depending on the lift of the discharge.

This vacuum trap is being manufactured by P. H. Gill & Sons Forge & Machine Works, Brooklyn, N. Y.

It recently has been announced that the United States shipping board steamer BAR HARBOR was sold to the Republic Navigation Co. on partial payments.

Designs Hand Scraper

A hand scraper, suitable for use on metal surfaces, is shown in the accompanying illustration. It has been developed by the Anderson Bros. Mfg. Co., Rockford, Ill. The scraper comprises four parts, handle, shank, blade and clip. The shank is steel, tough enough to withstand the usage required. The blades are special steel that can be hardened to hold a keen edge. The clip is notched on the inside to receive and hold securely in place the blade. The blade has a lug cut on the rear end to prevent the blade from slipping back and to cause the clip automatically to tighten when pressure is applied. New blades can be quickly inserted, avoiding the need for losing time while grinding the dulled blade.

Reassigned to Rogers & Webb, Boston, the steamer MERRYMOUNT has been placed in the Montreal service of that concern.

Business News for the Marine Trade

Capitalized at $5,000,000, the Oceanic Ferries Co. recently was incorporated in Delaware to operate boats, etc. The Corporation Trust Co. of America, Wilmington, Del., represents the company.

Dungan & Coe Welding Co. recently was incorporated in Delaware with a capital stock of $50,000, to engage in electric welding. The company was incorporated by R. G. Dungan, George C. Neidhart and Joseph Harris, Pittsburgh.

I. J. Dukore, N. Cooper, P. Kaplan and S. Rabinowitz, 149 Broadway, New York, recently were named as the incorporators of the Standard Boiler Mfg. Corp., Brooklyn, N. Y., which was recently chartered with a capital stock of $100,000.

Internal combustion engines will be manufactured by the Bolinders Co., New York, which was recently incorporated with a capital stock of $10,000, by A. S. Morner, S. Clausen, M. E. De Aguero, 52 William street, and others.

Articles of incorporation have been filed in Delaware by the United States & China Steamship Co. The company is capitalized at $3,000,000 and was incorporated by the Corporation Trust Co. of America, Wilmington, Del.

The Charter Oak Steamship Co. recently was incorporated in Delaware with a capital stock of $450,000, by R. E. Stefferson, F. G. Blinne and A. M. Hamburg, Wilmington, Del.

Capitalized at $150,000, the Syracuse Oil Burner Corp., Syracuse, N. Y., recently was incorporated by H. R. Carhart, F. W. J. McKibbin and A. E. Mallory.

The United States Corporation Co., New York, represents the Indian Transportation & Navigation Co. which was recently incorporated in Delaware with a capital stock of $25,000.

The Keatson Navigation Co., New York, recently was incorporated with a capital stock of $50,000, by M. Eisner, S. S. Smith, A. V. Keating and S. A. Telsey, 32 Court street, New York.

The Oaks Steamship Corp. recently was incorporated in Delaware with a capital stock of $100,000. It is represented by the Corporation Service Co., Wilmington, Del.

The Penna Transit Navigation Co., Ltd., has been incorporated in Delaware with a capital stock of $25,000, by S. L. Rosa, Jacob Hayman and Rose Tunick, Port Chester, N. Y.

Articles of incorporation have been filed in Delaware by the Wabash Steamship Corp. The company is capitalized at $100,000 and is represented by the Corporation Service Co., Wilmington, Del.

The Corporation Trust Co. of America, Wilmington, Del., represents the American Levant Steamship Co. which was recently incorporated in Delaware with a capital stock of $100,000, by Adolphe Candias, E. P. Coutavas and G. E. Coutavas, Yonkers, N. Y.

The International Salvage & Shipping Co. recently was incorporated in Delaware with a capital stock of $100,000, by Frederick Weinman, Victor Ballau, Cynwid, Pa., and others.

The H. W. Sweet Shipyard & Machine Works, Greenport, N. Y., recently was incorporated with a capital stock of $75,000, by H. W. Sweet, F. B. Corey and C. W. Thorn.

Capitalized at $50,000, the Hampton Roads Ship Repair Corp. recently was incorporated in Delaware, by William H. Johnson, E. C. Davison, and others.

D. Groberg, 861 Manhattan avenue, Brooklyn, N. Y., W. Gerhart Jr., M. Lundin and J. E. MacDermott, recently were named as the incorporators of the Green Mountain Line, Brooklyn, N. Y., which was chartered with a capital stock of $5000 to engage in navigation.

The Eagle Steamship Corp., New York, recently was incorporated with a capital stock of $250,000, by C. L. Fuller, F. I. and C. Finkler, 2 Rector street.

The Parr Steamship Line, San Francisco, recently was incorporated with a capital stock of $300,000.

The Ruth E. Merrill Corp. recently was incorporated in Delaware with a capital stock of $100,000 to operate boats, etc.

The Hampton Roads Steamship Co., Norfolk, Va., has been organized to engage in navigation, etc., by W. F. Taylor, L. C. Neff and J. E. Davis.

The Macropoulos Co., New York, ship broker, has been incorporated with a capital stock of $10,000, by C. D. and P. D. Macropoulos, B. Greene, 27 Williams street, and others.

Capitalized at $10,000, the Mohican Brass & Copper Works, New York, recently was incorporated by E. G. Michaels, E. P. McIntire, J. J. Devitt and C. S. Lorentzen, 68 Broad street, New York.

The General Tank Corp., Brooklyn, N. Y., recently was incorporated with a capital stock of $10,000, by A. A. Scheri, C. Zink, L. Feuerstein and J. W. Winkler, 31 Nassau street.

The Winslow Boiler & Engineering Co., 208

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South La Salle street, Chicago, recently increased its capital stock from $100,000 to $150,000.

The Harrisburg Machine & Electric Welding Co., Harrisburg, Pa., recently was incorporated with a capital stock of $50,000, by C. H. Ward, and others.

The fabricating plant of the Virginia Ship Building Corp., Alexandria, Va., recently was damaged by fire.

New Trade Publications

RECLAIMED TOOLS—The Master Tool Co., Cleveland, is circulating a 16-page illustrated booklet in which rebuilt portable pneumatic tools and parts are described and illustrated.

STEEL ALLOY—The Kinite Co, Milwaukee, is circulating a 24-page illustrated booklet in which an alloy for shear blades, redrawing tools, blanking dies, draw dies, embossing and forming dies, broaches, etc., is described and illustrated. This alloy, according to the booklet, has great resistance to wear, dense structure and close grain, air-hardening quality, freedom from distortion when hardening and ability to take high polish. In the booklet many examples in the large increases in number of pieces per dressing of tool are given.

ENGINE—John Howden & Co. of America, Wellsville, N. Y., is circulating a 6-page illustrated folder in which a high-speed engine for direct coupling to dynamos for ship lighting is described and illustrated. These engines are made in all sizes up to 2500 horsepower. The engine is described in detail, the description being illustrated with line drawings and halftone illustrations.

LIGHTING—The Edison Lamp Works of the General Electric Co., Harrison, N. J., is circulating a 24-page illustrated booklet in which ship lighting is discussed. The booklet points out that the illumination demands for the modern passenger vessel are just as numerous and diversified as those on land. Coupled with this, the problem is somewhat complicated by the fact that there is a minimum of space available for hanging fixtures, etc., and, therefore, the question of providing illumination aboard ship is more vexing and requires more study than on land. The data given are complete, and the illustrations show interiors of well lighted cabins, dining saloons, smoking rooms, etc., on modern ocean-going vessels.

STARTERS—The Cutler-Hammer Mfg. Co., Milwaukee, has published a 4-page illustrated folder in which starters for small alternating current motors are described and illustrated. According to the bulletin these motors are suitable for use with motors over a wide range, the contactors being large enough to handle the current for motors of 1/16 horsepower, 110 volts to 10 horsepower, 440 and 450 volts, the only change being in the thermal element. Complete details are given.

VERTICAL DRILLING MACHINE—A 4-page folder has been published by Prentice Cenradson, Green Bay, Wis., in which a 30-inch vertical drilling machine, arranged for tapping, motor drive and ball bearing throughout, is described and illustrated. On this machine the spindle is driven by heat treated alloy steel gears. Speed changes, nine, are obtained by sliding cluster gears mounted on splined shafts. The spindle sleeve, hollow armature shaft and transmission shafts are mounted on ball bearings. The speeds are controlled by means of levers. Six feeds are provided. The table has the usual adjustments and rectangular and sliding tables can be supplied. A reversing motor is furnished for tapping. For use with this machine, the company recommends a 3-horsepower motor.

TIMING INSTRUMENTS—The Stromberg Electric Co., Chicago, is circulating a 4-page illustrated bulletin in which a timing and signaling instrument is described and illustrated. This instrument is for use in all manufacturing processes where the element of time is a factor, such as in heat treatment of steel and rubber, molding insulating materials, and for enameling, tanning, plating, etching, preserving, baking, etc. The instruments do not contain clock mechanisms or other delicate parts. They are connected to any alternating current circuit and with mechanical precision indicate the total length of the process, the length of time a process has been in operation, and automatically operate a signal when the process is completed. Full details are given.

CAPSTANS—Hand, steam and electric capstans are described and illustrated in a 16-page illustrated booklet being circulated by the S. Flory Mfg. Co., Bangor, Pa. Specifications of the various types are given in connection with minute details of each.

ENGINE INDICATORS—The Bacharach Industrial Instrument Co., Pittsburgh, is circulating an 8-page illustrated booklet in which engine indicators are described and illustrated. Development of these instruments dates back to James Watt and his reciprocating steam engine. At that time he developed a steam engine indicator which determined the power developed and what was taking place in the steam cylinder. Progress in the development of the indicator has kept pace with that of the steam engine, so that today the indicators meet all the requirements for successful operation on either steam or internal combustion engines. Full details of the apparatus are given.

CAPSTAN—A 4-page folder is being circulated by the Morse Dry Dock & Repair Co., Brooklyn, N. Y., in which a specially designed capstan is described and illustrated. According to the folder the capstan is designed for use on pier heads, docks, ships and wherever there is need for a capstan of great strength and efficiency. The barrel of the capstan is 39 inches in diameter. A special feature is the wide, flat holding surface of the barrel. It is operated by one man.

ELECTRIC CRANE—The Northern Engineering Works, Detroit, is circulating a 4-page illustrated folder in which electric traveling cranes for foundry service are described nad illustrated. All operating parts of these cranes are enclosed, protecting them from dust and heat. These cranes are made in single trolley design, from 3 to 75 tons, and in double trolley design to 150 tons, for any span and lift. They may be equipped with either direct or alternating current equipment. The illustrations show a number of actual installations.

PRESSURE GAGES—The Bacharach Industrial Instrument Co., Pittsburgh, has published a 4-page illustrated bulletin in which pressure gages of various types are described and illustrated. In the bulletin, four types are described in detail.

METAL SPRAYING—The Metals Coating Co. of America, Philadelphia, has published an 18-page illustrated booklet in which a process of metal spraying is described and illustrated. According to the booklet, in this process the coating metal adheres to the object chiefly by mechanical union. The metal is discharged in hot impalpable particles moving with high velocity, and these when directed upon a prepared object penetrate the pores of the latter while the spray is still plastic. The coating metal thus dovetails itself into the superficial pores of the object, and according to the booklet, does so in the presence of reducing gas which prevents oxidization at the junction of the metals. The booklet gives complete details, as to its advantages in various kinds of work, and the data given not only are instructive, but extremely interesting.

WELDING AND CUTTING—The Davis-Bournonville Co., Jersey City, N. J., has published a 96-page illustrated booklet containing instructions for the care and use of oxy-acetylene apparatus and equipment. The booklet, primarily, is intended for experienced operators who have mature judgment and some knowledge of metal-working practice.

MOTORS—The Allis-Chalmers Mfg. Co., Milwaukee, has published a 12-page illustrated booklet in which polyphase induction motors continuous rated, are described and illustrated. A prominent feature of these motors is the use of cast steel wherever practical and other features of design and construction include an efficient system of ventilation, whereby cooling of the internal parts is secured; bearings of liberal design with oil wells of large capacity; rotor bar end fastening of squirrel cage construction; conduit terminal boxes furnished with all motors. The booklet gives a detailed description of the motors, as to construction, design, etc.

TRADE TOUR—A booklet covering the plans of the Anderson Overseas Corp., 165 Broadway, New York, for a world trade cruise is being distributed. The company announces its intention of dispatching the American liner ST. LOUIS on a 12-month cruise which will carry exhibits of American products, including operating machines, from port to port in practically all parts of the world as a means of interesting foreign buyers in American goods.

STARTING SWITCH—Allen-Bradley Co., Milwaukee, is circulating an 8-page illustrated booklet in which an automatic starting switch for small induction motors is described and illustrated. This starter is of the across-the-line type. A complete description is given in the booklet.

TUBE WELDING MACHINERY—The Davis-Bournonville Co., Jersey City, N. J., has published a 24-page illustrated booklet in which tube welding machinery and fabricating machinery is described and illustrated. The machines described include slitters, forming machines, welding machines, straighteners, seam grinders, swagers, cutting-off machines, benders and drawbenches. Each machine is described in detail.

OIL—The Vacuum Oil Co., New York, has published a 16-page illustrated booklet in which the service which it renders in the distribution of its products all over the world, is described. The company carries stocks at more than 250 leading ports of the world. A full description of the company's various oils, including those for marine, oil and diesel engines, etc., is also given in the booklet.

SEAMLESS TUBING—The mechanical uses of seamless steel tubing are described and illustrated in a large bulletin of 28 pages recently published by the National Tube Co., Pittsburgh. Some of the specific purposes to which this tubing is put, as pointed out in the booklet, include its use in carrying steam, gasoline, waste gases, etc.

Late Marine Patents

1376878 Ship, Myron F. Hill, New York, assignor to Cast Steel Ship Corp., New York.

1377046 Wreck indicating buoy, Michael S. Zappey, Johnstown, Pa.

1377153 Concrete ship construction, Charles W. Donaldson, Akron, O.

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